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# 2015 – 2018 Metropolitan Transportation Improvement Program

September, 2014

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## List of Abbreviations

**ADA** Americans with Disabilities Act

**OAR** Oregon Administrative Rules

**ATMS** Advanced Traffic Management System

**ODOT** Oregon Department of Transportation (State)

**AQMA** Air Quality Maintenance Area **ORS** Oregon Revised Statutes (State) **CAAA**

Clean Air Act Amendments of 1990 (Federal)

**OTC** Oregon Transportation Commission (State)

**CONS** Construction

**PD Project** Development

**CMAQ** Congestion Mitigation/Air Quality Program

**PE Preliminary** Engineering

**DEIS** Draft Environmental Impact Statement

**RFP** Regional Framework Plan (Metro)

**DEQ** Department of Environmental Quality (State)

**ROW** Right-of-Way

**DOA** Design Option Alternatives

**RTC** Regional Transportation Council (MPO for Southwest Washington)

**EPA** Environmental Protection Agency

**RTP** Regional Transportation Plan (Metro)

**FDE** Final Design and Engineering

**RUGGO** Regional Urban Growth Goals and Objectives (Metro)

**FEIS** Final Environmental Impact Statement

**SMART** South Metro Area Rapid Transit (Wilsonville)

**FHWA** Federal Highway Administration

**SIP** Oregon State (Air Quality) Implementation Plan

**FTA** Federal Transit Administration

**SOV** Single-Occupancy Vehicle

**HCT** High-Capacity Transit

**STIP** Statewide Transportation Improvement Program

**HOV** High-Occupancy Vehicle

**STP** Surface Transportation Program

**ISTEA** Intermodal Surface Transportation Efficiency Act of 1991 (Federal) **TAZ**

Transportation Analysis Zones **JPACT**

Joint Policy Advisory Committee **TCM**

Transportation Control Measures

**LCDC** Land Conservation and Development Commission (State)

**TDM** Transportation Demand Management

**LRT** Light Rail Transit (MAX)

**TMA** Transportation Management Area (Federal)

**LOS** Level of Service

**TMA** Transportation Management Association

**PERC** Public Engagement Review Committee

**TOD** Transit-Oriented Development

**MIS** Major Investment Study

**MAP-21** Moving Ahead Towards Progress in the 21<sup>st</sup> Century (Federal)

**TPAC** Transportation Policy Alternatives Committee (Regional)

**MPO** Metropolitan Planning Organization (Metro)

**TPR** Transportation Planning Rule (State) **MSTIP** Major Streets Improvement Program **TriMet**

Tri-County Metropolitan Transportation District

**MTIP** Metropolitan Transportation Improvement Program

**TSM** Transportation System Management

**NAAQS** National Ambient Air Quality Standards  
(Federal)

**USDOT** United States Department of  
Transportation

**NEPA** National Environmental Protection Act  
(Federal)

**NHS** National Highway System

**VMT** Vehicle Miles Traveled

**WSDOT** Washington State Department of  
Transportation

## **Chapter 1: What is the Metropolitan Transportation Improvement Program (MTIP)?**

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement. The MTIP serves as the first four years of the region's long-range transportation plan implementation strategy.

### **Federal Regulatory Context for the MTIP**

The Code of Federal Regulations (CFR) Title 23 Provisions 450.322 – 450.332 sets forth the legislation for metropolitan planning organizations (MPOs), like Metro, to conduct long-range planning and fund programming for the regional transportation system. For Metro, that means the development and updates of two planning and policy documents: the regional transportation plan (RTP) and the metropolitan transportation improvement program (MTIP). The RTP serves as the long-range transportation policy document which outlines the vision for the region's urban transportation system and sets a baseline of priority investments. The MTIP, as the RTP's companion, serves as a snapshot of the where federal transportation funds are anticipated to be spent over the course of the first four federal fiscal years of the RTP and illustrates the region near-term transportation priorities.

In addition to developing and adopting the RTP and MTIP, federal regulations require planning and policy documents to be "constrained to reasonably expected revenue." This means Metro, in working with partner agencies, must make long-term (for the RTP) and short-term (for the MTIP) projections of federal transportation revenue expected to come to the region based on federal transportation authorization as well as any significant state, regional, or local sources. The projected revenues serve as a capacity parameter to determine the overall amount of long-term and short-term transportation investments the region can anticipate making without over-expending or becoming unconstrained. These revenue projections are updated with each RTP and each MTIP cycle.

### **Regional Policy Context for the MTIP**

For projects to receive federal transportation funding, they must be included in the Regional Transportation Plan (RTP). The RTP is the guiding policy document which outlines the long-range vision of the region's urban transportation system. As a component of the policy document, it identifies priority transportation investments (i.e. projects and programs) for the next 25 years which will help achieve the long-range vision. The RTP list represents priorities beyond what can be afforded by the region in any given year. As a result, Metro is required to develop a four-year expenditure plan known as the Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District (TriMet), and South Metro Area Regional Transit (SMART). The MTIP process is used to determine which projects included in the RTP will be given funding priority year to year.

## **MTIP Content and Timeline**

The 2015-2018 MTIP represents an overall capital expenditure program for the regional transportation system in the four-year timeframe. Also referred to as projects, the transportation investments identified in the MTIP serves as a snapshot of the transportation expenditures for the Portland urbanized area during the four-year period beginning October 1, 2014 and ending September 30, 2018 (federal fiscal years 2015 through 2018) from its adoption date. Within the document, one is able to find the amount and type of federal funding being allocated to a specific transportation project, the amount of local dollars provided as match, and how much is estimated to be spent in each year. All transportation investments (i.e. projects) in the MTIP must address federally funded highway, public transit, and state or locally funded projects which have measurable affects to the region's air quality. The most detailed information is required for federally funded projects. For federal projects, the MTIP must:

- describe the projects sufficiently to determine their air quality effects;
- identify the type of federal funding that will be used, and the amount of local matching funds;
- schedule the anticipated year in which money will be committed to a particular project; and specify the phases of work to be supported by identified funds (e.g., construction, right-of-way acquisition or design);
- include total project cost; and
- show prior allocations.

In addition to this level of detail for federally funded projects, the MTIP must also describe other significant state or locally funded projects that have a potential to affect regional compliance with federal air quality standards. The information about these projects is limited to a description of the intended scope, concept and timing of the projects that is sufficient to model their potential air quality effects, total cost and responsible agency. The financially constrained project list provides information for all projects anticipated in the region, including those that will not rely on federal money.

Under federal regulations the MTIP snapshot must be revised at least every four years. However, in any given four-year period, many events or activities occur which changes the landscape of transportation expenditures. Because of the dynamic nature of transportation project delivery, Metro, like other MPOs in Oregon, elects to update each four-year MTIP every two years, overlapping the previous MTIP. Thus, the transportation investments in the last two years of the previous MTIP are carried into the next MTIP. The carryover programming does not remain static and reflects any slow progress on the early phases of some projects which have delayed the construction phases to later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated money anticipated for later years, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. It also illustrates the constantly changing nature of transportation priorities and investments based on revenue capacity, implementation schedule, or emerging priorities.

## **Who Prepares the MTIP?**

The MTIP is a joint effort between regional and state partners. Metro acts as the main author of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as significant state and local transportation dollars in the urbanized area of Portland which contribute state and regional priorities. Each agency plays a different role in

advancing the region's transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART's roles in the regional transportation system serve the public transit and utilize funding from the Federal Transit Administration (FTA) to support capital programs to operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.

***Metro***

Metro is the Portland area's designated Metropolitan Planning Organization (MPO) and the lead agency for development of regional transportation plans and the scheduling of federal transportation spending in the Portland urban area. Metro is responsible for coordinating and developing the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

***Oregon Department of Transportation (ODOT)***

The Oregon Department of Transportation is a statewide transportation agency. ODOT is responsible for the state transportation facilities in the Metro region. This includes state highways and the interstate freeway system. The Region 1 office oversees the state facilities for the Portland metropolitan area.

***Tri-County Metropolitan Transportation District (TriMet)***

Tri-County Metropolitan Transportation District is the regional public transportation service provider for the Portland metropolitan region. The agency provides both local and regional public transportation service from neighborhood bus routes to multi-county light rail service.

***South Metro Area Regional Transit (SMART)***

The South Metro Area Regional Transit (SMART) is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services.

## **Chapter 2: What is the Policy Direction Guiding the MTIP?**

As summarized in Chapter 1, the MTIP is a dynamic investment plan which receives direction from different federal and regional policies. The following chapter describes in greater detail the overarching federal and regional policies which determine the financial capacity of the MTIP and the transportation goals each transportation investment within the MTIP looks to advance.

### **Federal Policy Framework**

#### ***Fiscal Constraint***

Because the MTIP serves as the upcoming four-year transportation capital investment plan for the region, a financial framework is necessary for setting parameters of how much can be expended year-to-year during the four-year MTIP schedule. Since the MTIP transportation investments are derived from the RTP, and the RTP represents priorities beyond what can be afforded by the region in any given year, the MTIP is where regional transportation priorities and projected transportation revenues come into financial lock step. To comply with federal regulations the MTIP must be "constrained to reasonably expected revenue" and unable to expend more transportation funding than allocated to the region from federal transportation legislation. As part of the MTIP, Metro, ODOT, TriMet, and SMART must demonstrate sufficient funds (primarily for federal transportation funds, but may also include state, local, and private funds) to implement the four-year transportation system investments, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Metro works in conjunction with its state and regional partners to develop the core of the MTIP's federal revenue projection which reflects anticipated federal appropriations for both highway and transit purposes. These federal revenue projections are outlined in the two-year federal transportation act Moving Ahead Towards Progress in the 21<sup>st</sup> Century (MAP-21), which is the source of federal assistance for Metro, TriMet, SMART and ODOT. Starting with MAP-21's authorization schedule, Metro works with ODOT to develop reasonable appropriation estimates. The main sources of discretionary funds come from three federal funding programs: local Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation/Air Quality (CMAQ) funds.

#### ***Federal Transportation Planning Factors***

Federal rules require Metropolitan Planning Organizations (MPO) describe how planning, policy, and investment activities address eight federal planning factors. The RTP and the MTIP are MPO activities that need to describe how the factors are addressed. The planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations;
8. Emphasize the preservation of the existing transportation system.

The way in which Metro utilizes these planning factors first occurs in the development of the RTP. These factors are used in the creation of the policies that guide the development of the RTP and selection of projects for the RTP financially constrained investment priorities, otherwise known as the RTP project list. Next, policy direction for the MTIP is adopted each cycle. The policy direction is initially derived from the RTP policies, goals and objectives combined with the federal direction of fiscal constraint. Transportation priority investments which are identified to move from the RTP to the MTIP are required that they be in the RTP financially constrained project list. This means the transportation investments included in the MTIP are evaluated against criteria based on the federal transportation planning factors prior to further prioritization processes undertaken by Metro, ODOT, TriMet and SMART for the investments that end up in the MTIP. A detailed discussion of how each of these planning factors is addressed in chapter four.

### ***Congestion Management Process***

Federal transportation legislation also requires MPOs develop a comprehensive strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a performance-based, systematic approach for managing congestion that relies on analysis tools to diagnose congestion and select appropriate strategies. The CMP recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, transportation demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the 2014 RTP and further strengthen the connection between the RTP and the MTIP.

The region continues to advance its integration of the CMP into the RTP and the MTIP by adopting policies and performance targets to monitor congestion and mobility on the transportation network. Additionally, Metro and its partner agencies are engaged in implementing a wide range of strategies for managing congestion. The primary way in which this is done is through collaborative programmatic investments. The following programs make up current congestion management efforts in the region:

- Proactive land use;
- Transportation Demand Management;
- Transportation System Management and Operations (TSMO); and
- Proactive bicycle and pedestrian planning.

The region is actively implementing its CMP. System definition work has already occurred with the development of the mobility corridors concept and documentation of current multimodal network performance for each of the 24 corridors. The Portland metropolitan region continues to grow data collection capabilities that support the ability to monitor performance in order to address congestion in these corridors through targeted investments and active management. Further detail on Metro's MTIP activities related to the CMP is provided in chapter four.

### ***U.S. Environmental Protection Agency Clean Air Act***

As an EPA designated maintenance area for carbon monoxide (CO), the Portland Metropolitan region must not violate National Ambient Air Quality Standards (NAAQS) for criteria pollutants and required to implement strategies to reduce the amount of criteria pollutants from transportation sources. As a result, Metro must conduct a regional air quality analysis to ensure its long-term and short-term transportation priorities in aggregate do not violate NAAQS

standards for carbon monoxide and to monitor progress on implementation of air pollution reduction strategies. Demonstration of how the MTIP complies with the Clean Air Act is provided in chapter four.

### ***Department of Justice Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice***

As a recipient of federal transportation funds, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. For both Environmental Justice and Title VI, there are public involvement and analytical requirements which must address specific populations including:

- racial and ethnic minorities;
- people with low-income; and
- limited English proficiency populations.

In demonstrating compliance with Title VI and the executive order on environmental justice, Metro conducts targeted outreach to environmental justice and Title VI communities throughout its transportation investment prioritization processes and at key decision points with the draft MTIP. This targeted outreach must include the following elements per federal Metropolitan Area Planning regulations (23 CFR Part 450)

- Development of an agency-wide public outreach plan
- A specific language assistance plan for limited English proficiency populations to remove barriers to civic participation
- Available at all times, Title VI notices of compliance and instructions to the public about filing a Title VI complaint
- Available at all times, a list of Title VI related investigations
- Description of non-elected committees racial breakdown of members
- Description of the procedures by which the mobility needs of environmental justice and Title VI populations are identified and considered within the planning process

Additionally, Metro conducts demographic analysis and an environmental justice and Title VI assessment to determine, at a regional programmatic level, whether transportation investment cause a disproportionate burden on environmental justice communities as well as unintentional discrimination based on race, color, or national origin. The assessment differs from the project-specific analysis conducted during the planning and project development phases of a project, where the results look at systematic impacts rather than project-based. Based on the results of the assessment, Metro must justify, mitigate or make adjustments to policies, programs or investments to prevent disproportionate burdens and unintentional discrimination to environmental justice communities. Demonstration of how the MTIP complies with the Title VI of the Civil Rights Act and Executive Order 12898 on environmental justice is provided in chapter four.

## **Regional Policy Framework**

### ***Regional Transportation Plan***

The transportation investments included in the MTIP must be identified in or consistent with the financially constrained RTP. The RTP sets the policy framework for transportation investments in the region and provides the direction for the MTIP. The goals and objectives developed for the RTP are the starting point for how to prioritize investments in transportation projects and programs in the region. This policy direction serves as the starting point for developing the MTIP

process including the regional flexible fund allocation (described in greater detail in chapter three) and how other federal transportation funding is spent in the region. The following RTP goals provide the framework for transportation planning and implementation in the Portland metropolitan region:

**Goal 1: Foster vibrant communities and efficient urban form**

Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

**Goal 2: Sustain economic competitiveness and prosperity**

Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

**Goal 3: Expand transportation choices**

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreation opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

**Goal 4: Emphasize effective and efficient management of the transportation system**

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

**Goal 5: Enhance safety and security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

**Goal 6: Promote environmental stewardship**

Promote responsible stewardship of the region's natural, community and cultural resources.

**Goal 7: Enhance human health**

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

**Goal 8: Ensure equity**

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

**Goal 9: Ensure fiscal stewardship**

Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

**Goal 10: Deliver Accountability**

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on

transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

## **Forthcoming Policies**

Efforts currently being undertaken at the federal level and in the Portland metropolitan region will become policy frameworks to provide direction for future cycles of the MTIP.

### ***Federal Performance Measures***

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. As part of MAP-21 legislation, all agencies which receive federal transportation funding will be required to evaluate its progress and programs against a set of overarching federal performance measures. These measures remain in development at the federal level, so at the time of the development of the 2015-2018 MTIP the federal performance measures were not integrated into the 2015-2018 MTIP document. Nonetheless, certain performance measures from the RTP will be addressed in chapter four where implementation of the MTIP policy framework is the focus.

### ***Climate Smart Communities***

The Climate Smart Communities Scenarios project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035. As a result, Metro, in conjunction with local communities, businesses, public health and elected leaders, must develop multifaceted strategy that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will frame a regional discussion about which investments and actions should be included in a preferred strategy for the Metro Council to consider for adoption in December 2014.

The development of the next MTIP cycle will incorporate recommended strategies from the Climate Smart Communities project.

## **Chapter 3: What is the Process for Implementing the MTIP Policy Framework?**

As the financial plan for federal spending of transportation dollars in the Portland metropolitan region, the MTIP reflects the investment priorities of multiple public agencies which have discretion over federal transportation funds that come to the region. Because the MTIP represents the expenditure schedule for multiple agencies with differing missions that address different areas of the transportation system, the federal transportation revenues reported in this MTIP have undergone separate prioritization processes administered by Metro and partner agencies: ODOT, TriMet, and SMART. While there are separate transportation investment prioritization processes, the agencies processes share the common themes of: 1) considering the existing transportation needs of the users 2) forecasted federal revenue, impact on the economy, and effects on environmental justice communities when making funding decisions.

The following sections will provide a brief summary of the prioritization processes undertaken by each agency to identify transportation investments to receive forecasted federal funds through federal fiscal years 2015 – 2018.

### ***Metro's Regional Flexible Fund Process***

Metro employs a regional flexible fund allocation (RFFA) process to determine which locally identified priorities are awarded funding to advance the goals of the RTP. The priorities must also satisfy federal requirements outlined by the CMP and the eight federal planning factors. The RFFA process typically, but not always, takes place on a two-year funding cycle to match closely with the update schedule of the MTIP.

### **Policy Direction for the Regional Flexible Fund Process**

With the beginning of each RFFA cycle, the Joint Policy Advisory Committee on Transportation (JPACT), as the MPO board, sets forth policy direction on broad transportation investment categories to direct forecasted transportation funding. As part of the 2016-2018 RFFA process, JPACT took action in November 2012 directing a three-step process for allocating an estimated \$94.58 million available to the region from federal fiscal years 2016-2018. The three-step policy direction built upon a hybrid allocation approach used for the 2014-2015 RFFA cycle, but expanded the policy direction by adding a new component focused on moving forward regionally significant economic development priorities as well as extending the allocation cycle to three fiscal years (2016, 2017, and 2018).

From the 2016-2018 regional flexible fund process, the three-step policy direction is composed of the following:

- Step 1 – Region-wide Programs
- Step 2 – Community Investment Funds for Active Transportation/Complete Streets and Green Economy/Freight Initiatives
- Step 3 – Regional Economic Opportunity Fund

#### **Step 1: Region-wide Programs**

A total of five region-wide priorities have been defined over time by their regional scope, program administration, and policy coordination. These five programs are:

- Transit-Oriented Development

- Regional Travel Options
- Transportation System Management and Operations
- Corridors and Systems Planning
- Regional MPO Planning

As a result of JPACT's action to adopt the policy direction, regional flexible funds continue to support the five regional programs. Additionally, JPACT also carried over a program from the 2014-2015 regional flexible fund allocation cycle for regional freight analysis and project development and continue the region's multi-year commitment of flexible funds to construct regional high capacity transit. In previous cycles, the allocation of funding to these programs was competed in Step 1 of the process, prior to the allocation of funds to local projects.

#### Step 2: Community Investment Fund for Active Transportation/Complete Streets and Green Economy/Freight Initiatives

The priority focus areas established by JPACT during the 2014-15 RFFA for Step 2 were Active Transportation/Complete Streets and Green Economy/Freight Initiatives. Transportation investments for these focus areas are targeted to a 75/25 percent split of Step 2 funding respectively. The 2016-18 RFFA cycle continued to use the 2014-15 RFFA approach to investing in these focus areas in order achieve greater regional impact.

Step 3: After funding Step 1 and Step 2, \$34 million remained to allocate as part of the 2016-18 RFFA. At the September 2012 meeting, JPACT directed Metro staff to work with TPAC invest in new project categories. A proposal emerged which would prioritize the following type of nominated investment:

- Address economic opportunity and job creation
- Take a system wide approach
- Leverage private sector investments
- Consider corridor safety
- Reflect criteria from Transportation Investment Generating Economic Recovery (TIGER)
- Implement corridor planning work
- Improve access to industrial lands
- Consider the transportation needs of Environmental Justice and underserved communities

The Regional Economic Opportunity Fund (REOF) was created to respond to the JPACT direction. The fund is targeted at larger projects (\$5-\$10 million) that are difficult to fund at the local level and allowing for multi-agency projects.

#### Nomination and Selection Process

As part of the policy direction for the 2016-2018 RFFA, the nominations for transportation investments happened in three steps.

The first step considered the nomination of the region-wide programs administered by Metro. The Metro project managers of the five existing region-wide programs (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning) submitted a nomination application which demonstrated how each program advances the goals of the 2035 Regional Transportation Plan (RTP). At the June 2013 Transportation Policy Advisory Committee (TPAC) meeting and the July 2013 JPACT meeting, Metro staff provided a presentation of the

nominated region-wide programs and included information about the multi-year commitment to the region's high capacity transit system, as set forth by Metro Resolution No. 10-4185.

The nomination process for step two, occurred during a region-wide "call for projects" held from January 7, 2013 to March 15, 2013. For the second step, sub-regional funding targets were established using updated population and system data. Local jurisdictions and partner agencies nominated transportation priorities for funding consideration in the two focus areas: Active Transportation and Complete Street and Green Economy and Freight Initiatives. The nomination applications demonstrated how the transportation priority met the nomination criteria for the individual focus area set forth by the 2016-2018 RFFA policy direction. The nomination criteria including improving access, increasing safety, improving freight reliability, serving environmental justice populations, and generating economic benefits.

The transportation coordinating committees and the City of Portland provided the coordination for submitting nominations and prioritizing a final list of transportation priorities to recommend to JPACT and the Metro Council to award federal funding. Following the "call for projects," the transportation coordinating committees and the City of Portland were directed to hold a local process which resulted in a final recommendation list of transportation priorities that met the allocated sub-regional funding targets. The local process included a technical evaluation of nominated transportation priorities to the nomination criteria, a local public comment period, and endorsement by local decision-makers.

The step three nominations for the REOF priorities occurred at the regional policy-makers table prior to the early 2013 "call for projects." An initial identification of projects to nominate for the REOF was conducted in winter 2012, where each of the transportation coordinating committees, City of Portland, the Port of Portland and TriMet identified priorities which met the specific criteria set by the adopted policy direction. These nominations were considered at the December 2012 or January 2013 JPACT meetings. The five nominated transportation priorities emerged on the basis that projects had been identified in previous processes and competitions (e.g. previous TIGER grant announcements) as regional priority projects. Once identified and accepted by JPACT to move forward in the RFFA process at the December 2012 meeting, these five projects completed a nomination application demonstrating the project met the REOF criteria.

In total, five region-wide programs, 16 local transportation priorities which met the criteria of Active Transportation/Complete Streets and Freight/Green Economy, and five REOF priorities were recommended for award of federal transportation funding for federal fiscal years 2016-2018.

#### Public Involvement

The 2015-2018 RFFA process employed a different approach than previous cycles to public involvement. As part of the 2016-2018 RFFA process, Metro held a 30 day regional public comment period between May 8 and June 7, 2013 after the "call for projects" window close and applications were reviewed. This was an initial step to gain public feedback on the 24 local projects, five REOF projects, and five region-wide programs nominated for 2016-2018 flexible funds. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. For the regional public comment process, Metro took a "cast a wide net" approach to contacting stakeholders for input as well as targeting

communities in proposed project areas including equity and EJ-focused groups, faith-based organizations, agencies and community media – and providing language assistance where needed. Comments were accepted by web-form, phone, email and letters. All supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese and Vietnamese. Local partners utilized the resources developed to support outreach to LEP populations, but despite greater efforts to provide access and encourage LEP communities to comment, no written or verbal comments were received requiring translation.

Nearly 800 comments were received, the majority coming through the use of the online web comment form. Additionally, a total of 26 people provided testimony at a joint Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) public hearing held May 30, 2013.

All public comment responses were compiled into the 2016-2018 regional flexible funds public comment matrix. In general, the following were the main themes of the comments:

- Support of pedestrian and bicycle safety;
- Support connecting people to jobs and improved access to businesses and industrial areas;
- Specific project design issues for specific projects;
- Opposition to the use of transportation funds for bicycle improvements;
- Support for investing in tools that can provide data and analysis to effectively make decisions for freight improvements.

Following the end of the regional public comment period for the 2016-2018 RFFA nominated project priorities, public comments received were forwarded to each sub-region to distribute to the nominating agencies and local decision makers. Additionally, Metro and ODOT staff provided technical comments. Metro asked all nominating agencies to respond to the comments and to consider how their projects could be improved to meet community needs. All responses to comments were requested to be completed prior to the local process public comment opportunity to allow stakeholders the opportunity to comment on the most recent version of the project. The responses to comments were allowed to be bundled based on comment theme, which was summarized in the regional public comment report.

Following the regional public comment period for the 2016-18 RFFA, the sub-regional coordinating committees and the City of Portland undertook a local engagement process to provide opportunity for public comment and solicit feedback to help prioritize which projects to recommend award of 2016-18 Regional Flexible Funds. The Clackamas County and East Multnomah County coordinating committees conducted a combined open house and a public hearing to provide stakeholders an opportunity to ask more about projects and provide testimony to staff and local elected officials. The Washington County sub-region held an open house to allow community members ask questions directly to the project managers, while the City of Portland held a public hearing where stakeholders testified to staff and elected officials. In total, the four sub-regions combined had approximately 170 participants (85 at Clackamas County, 45 at City of Portland, 15 at E. Multnomah County, 35 at Washington County) at the open houses and public hearings. All four sub-regions had a local public comment period in addition to the in person opportunity to comment. The sub-regions documented the input received during the local engagement process and provided summary responses to the comments received.

### Adoption

JPACT took action on the recommended priority projects to award discretionary transportation funds on October 10, 2013. The Metro Council followed with approval on November 7, 2013. The list of awarded projects and further detail about Metro's RFFA process can be found in **Appendix A**.

As part of the approval for funding projects, conditions of approval are attached to specific projects to indicate that additional requirements must be met during project implementation to stay eligible for the funds. These conditions can relate to design considerations or public involvement and outreach activities that must be done. Conditions of approval are one mechanism Metro employs to make sure that project elements, particularly those associated with quantitative points given to a project, are carried out and that the intent behind funding a project is met according to Metro's goals and objectives.

### ***ODOT's Statewide Transportation Improvement Program (STIP)***

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year capital improvement program. The STIP serves not as a planning document, but rather a project scheduling and funding program. Projects in the STIP come from data-driven transportation management systems and planning processes involving local and regional governments, Area Commissions on Transportation (ACTs), other state agencies and the public. ODOT updates its STIP every two years.

### Policy Direction for the 2015-2018 STIP Process

Oregon's long range transportation plan is known as the Oregon Transportation Plan (OTP). The OTP is accompanied by several more specific plans known as modal plans. The Oregon Transportation Commission (OTC) utilizes the OTP, supporting modal plans and federal guidance to set the vision, policy direction, decision framework and investment priorities for the STIP. For the 2015-18 STIP update, ODOT and the OTC changed how the STIP was developed to support adopted priorities and focus limited funds to maintain existing transportation assets. Beginning in the summer of 2012, ODOT divided STIP funds into two broad categories: Fix-It and Enhance. Enhance was defined as activities that expand, or improve the transportation system. Fix-it was defined as activities that fix or preserve the transportation system.

### Nomination and Selection Process

For the Enhance process, ODOT developed a single application process for all projects. The applications were reviewed by state modal committees and ACTs prior to consideration by the OTC. Region 1, which includes the three-county MPO and Hood River County, does not currently have an ACT. Therefore, the OTC directed the department to establish a region-wide, project selection committee to review and select projects for the 2015-18 STIP. The committee was composed of local government and private sector representatives from each county in the region, a MPO representative (Metro Councilor), the ODOT Region 1 Manager, and representatives from TriMet, the Port of Portland and the City of Portland.

Fix-It projects were identified and prioritized through ODOT's program management systems. Information about Fix-It projects was provided and coordinated with the Enhance project selection committee to align resources and maximize state investment.

The Project Selection Committee met four times to review, prioritize and develop a project list for review by the OTC. After the committee adopted a 150% list of recommended Enhance

projects, ODOT staff worked in concert with applicants to scope each project. After the completion of scoping process for both Enhance and Fix-It projects, ODOT staff presented more detailed design and cost information on each project to the project selection committee to inform its final decision. The committee's ultimate recommended project list was agreed to unanimously on September 11, 2013.

The OTC adopted the proposed list of Fix-It and Enhance projects, in the form of the draft 2015-18 STIP at its January 22, 2013 meeting.

#### Public Involvement

The Region 1 public involvement process was handled through a variety of methods. Region 1 staff visited county transportation advisory committee meetings (TAC's), county coordinating committees, the Portland Freight Advisory Committee, TPAC, JPACT as well as other meetings with local stakeholders. In addition, Region 1 also had a STIP website available for sharing the list of projects, maps of the projects, project descriptions and receiving public comments throughout the process. The website received hundreds of emails from local citizens regarding proposed projects before their selection to into the Draft STIP. These comments were shared regularly with the STIP Project Selection Committee. Additionally all four of the committee's meetings were open to the public and provided opportunity for public comment and engagement.

#### Adoption

The 2015-2018 STIP will be adopted by the OTC in the late fall/early winter of 2014 with approval from FHWA and the FTA in early 2015.

#### ***TriMet's Capital Asset Management and Investment Program (CAMIP)***

TriMet's Capital Asset Management and Investment Program (CAMIP) include a comprehensive capital plan that identifies capital asset condition, and establishes future repair and replacement schedules and investment priorities. Continuously investing in capital is critical to operating safe, reliable, efficient and financially sustainable service. Funds are always limited, so TriMet emphasizes cost-effectively extending the useful life of equipment, vehicles, and facilities.

While the CAMIP covers just the next five years, most of TriMet's assets have very long lives requiring continual on-going or preventive maintenance to maintain in "as new condition" throughout life. Some assets, like light rail vehicles are replaced every 35-40 years, buses are replaced every 15 years. Stations and other facilities are refurbished but not replaced. To maintain our capital assets in a state of good repair, TriMet will invest \$90 million a year on average net of grants in capital replacement (the capital budget) between FY15 and FY30 and will additionally invest about \$70 million a year, or approximately 20% of the operating budget, in the maintenance of capital assets (FY14\$). TriMet's capital asset management and improvement program is forecast for each asset class for the next 20 to 30 years, depending on the asset, and included in the agency's financial forecast. The plan ties together the on-going maintenance of capital assets (operating budget) and the replacement and repair of the same assets (capital budget) by including narratives that explain TriMet's asset management program for each asset class. These narratives address asset maintenance and replacement, including backlogs, where they exist. It presents plans to bring assets up to a State of Good Repair. It explains how each asset class is maintained throughout its life and how an asset's condition is continually evaluated and maintained throughout its life.

TriMet is a capital intensive agency with \$2 billion of capital assets, primarily buses, light rail vehicles and light rail right of way. TriMet financial forecasts include an additional \$1.0 billion of investments (FY13\$) in the replacement of capital assets and level of service improvements over the next 15 years. Of that, \$653 million (FY13\$) will be invested in bus, light rail and paratransit vehicle replacement and additional vehicles as the region grows.

#### Policy Direction for TriMet's Capital Improvement Plan Process

TriMet views its capital projects as either additions to the capital plant or as rehabilitation and replacement of the existing capital. All projects are considered for funding; however, cost effective capital maintenance, replacement and safety are highest priority.

The following prioritization level (in order) is the criteria TriMet uses to evaluate proposed projects.

- State of Good Repair (SGR) – *high, medium, low*
- Safety (S) – *high, medium, low*
- Legal Contract, Mandate, Obligation (CMO) – *high, medium, low*
- Service Delivery (SD) – *high, medium, low*
- Efficiency (E) – *high, medium, low*
- Expanded Service (ES) – *high, medium, low*

Projects with high state of good repair and safety scores receive highest priority. Expanded Service projects are lower priority and usually require new revenue to move forward. Each project is evaluated to ensure the best and most efficient use of public funds.

While replacement projects may occasionally be deferred for one or two years, they are not elective. Adequate maintenance and replacement is necessary to maintain safe, reliable and attractive service for our customers and minimize future maintenance and replacement costs. It attracts new customers and helps keep current customers.

#### Nomination and Selection Process

TriMet plans and budgets replacement projects as follows:

- Each department maintains an inventory and condition assessment of capital items. The purpose of the inventory is to estimate the life expectancy, condition and replacement costs of TriMet's existing capital assets, whether or not they will be programmed for replacement during the next five years. With this information, TriMet plans for future expenditures, sets replacement schedules and establishes infrastructure standards.
- This inventory is updated and refined each year prior to the budget process, with another year added for planning purposes.
- During the annual budget process, replacement projects must be justified based on the actual condition or repair history of the facility or equipment. While an item may be programmed or scheduled for replacement within the next five years, the actual replacement date may be adjusted each year depending on the condition of the item when annual budget decisions are made. A significant amount of reallocation occurs each year during the capital budgeting process when these adjustments are made. By realizing the full life of equipment and facilities, replacement costs are spread over a longer period. This approach is the best use of limited funds and sometimes permits additional new projects to be funded. All requested replacement must be true replacement, where the item being replaced is being taken out of service.

- Because of their importance in maintaining safe, reliable and attractive service, and in saving costs, replacement projects that meet the criteria above receive first priority for budgeting.
- The inter-divisional Capital Committee reviews capital project requests in the Draft CAMIP and sets priorities for capital spending. The Information Technology Committee (ITC) plans and sets priorities for IT capital spending. This input is provided to the Capital Committee at Budget time.
- Additions to the capital plan begin with a service plan and are implemented in the budget each year based on TriMet’s financial situation, executive direction and budget committee recommendations.

#### Public Involvement

As noted above, the CAMIP is updated and adopted through each year’s annual budget process, which includes Board adoption after completion of public involvement. TriMet’s public involvement program is guided by the agency’s Public Engagement and Outreach Framework. For the current budget adoption process for FY15, TriMet will be engaging stakeholders, including riders (including transit-dependent riders), employers and employees (especially those along proposed improvements), neighborhood groups (especially those along proposed improvements), underserved populations, business and community leads and general public. Outreach channels will include standalone and “piggybacking” community events (such as meetings of neighborhood groups and other CBOs, hiring and transportation fairs), onboard outreach, email, web and social media, earned media. There will also be opportunities for public comment at TriMet Board of Directors meetings as part of the adoption process.

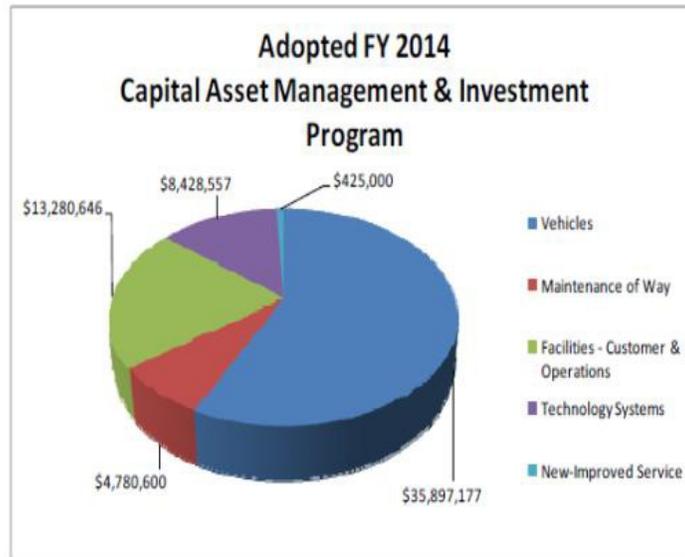
#### Adoption

For FY15 adoption, the first reading of the budget adoption resolution and any accompanying public comment, including on the CAMIP, will occur at the April 23<sup>rd</sup> Board meeting. Public comment is then open until the second reading and adoption vote at the May 28<sup>th</sup> Board meeting.

The following chart summarizes the planned investments in the current (FY14) CAMIP by asset category.

Summary of Capital Asset Management & Investment Program by Asset Category

Category Type	FY2014	FY2015	FY2016	FY2017	FY2018	5-Yr Total
Vehicles	\$ 35,897,177	\$ 47,651,600	\$ 54,394,756	\$ 23,959,561	\$ 20,024,983	\$ 181,928,077
Maintenance of Way	4,780,600	2,538,250	5,942,000	8,305,300	9,256,500	30,822,650
Facilities - Customer & Operations	13,280,646	9,969,695	9,503,179	5,378,989	3,837,152	41,969,661
Technology Systems	8,428,557	8,352,800	8,008,350	8,141,100	4,199,190	37,129,997
New-Improved Service	425,000	6,050,000	24,927,536	17,272,520	50,000	48,725,056
Total	\$ 62,811,980	\$ 74,562,345	\$ 102,775,821	\$ 63,057,470	\$ 37,367,825	\$ 340,575,441



**SMART's Capital Improvement Plan**

Over the next five years SMART will continue to focus on updating the bus fleet and ensuring that internal systems are up to date. This includes replacing vehicles that have met their useful life with fuel efficient and alternative fuel vehicles as well as purchasing upgraded technology to enhance service efficiency and system safety. In addition, SMART expects to make passenger and access improvements at key bus stops within Wilsonville including shelters, benches, traveler information systems and lighting.

Policy Direction for SMART's Capital Improvement Plan Process

SMART long-term capital priorities are identified in the 2008 Transit Master Plan and associated Bus and Facilities Maintenance Plan. The SMART Transit Master Plan included an extensive public involvement process that allowed for stakeholder involvement and community input. SMART selects individual capital improvement expenditures to be included in the City budget each year. Project selection includes a review of priorities, funding and citywide coordination opportunities.

Nomination and Selection Process

SMART gathers input on transit priorities through a variety of venues including City Council Hearings, open houses, and individual outreach efforts. In addition, SMART receives annual input and public testimony on its capital investment priorities as part of the City budget process. Budget Committee meetings and City Council review are typically conducted in the Spring of each year.

Public Involvement

SMART gathers input on transit priorities through a variety of venues including City Council Hearings, open houses, and individual outreach efforts. In addition, SMART receives annual input and public testimony on its capital investment priorities as part of the City budget process. Budget Committee meetings and City Council review are typically conducted in the Spring of each year. Metro's public participation process is designed to satisfy SMART's regional coordination requirements for the federal program of projects.

Adoption

The SMART Transit Master Plan is typically updated every five years. Updates to the 2008 plan are scheduled to begin this year. In addition, the Wilsonville City Council formally adopts SMART's budget (which includes Capital Improvements) in June of each year.

## **Chapter 4: How is the MTIP Doing at Implementing the Policy Framework?**

The federal and regional policy framework sets the stage and helps determine the transportation investments reflected in the MTIP. As all the individual transportation investments come together in a four-year expenditure package, the different goals and objectives each individual transportation investment accomplishes are assessed in aggregate to determine how the MTIP as a whole is performing relative to the federal and regional policies which guides the program. The following section addresses how the 2015-2018 MTIP achieves the goals set by federal and regional policy direction.

### **Fiscal Constraint**

Fiscal constraint is maintained by balancing revenues available in a fiscal budget year with the project costs incurred in that year. For the MTIP, revenues are forecasted and project costs are estimated per the methods described below. Projects are then programmed so that estimated project costs by project phase do not exceed forecasted revenues in any year. As described specifically below, revenue forecasts and project cost estimates are all completed consistent with federal guidance for these tasks.

Revenue streams and project cost estimates are then actively managed through the life of the MTIP and adjustments made to ensure fiscal constraint. The specific administrative rules and process utilized to actively manage the project cost element of fiscal constraint is described in Section 6.X.

### ***Metro Regional Flexible Funds***

As there is no way to precisely predict how much will actually be appropriated for the regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in MAP-21, corrected to account for actual funding limitations as they occur and impact available revenues. Further adjustments are made as revenue forecasts are updated with actual appropriations and limitations through a combination of: the biennial update of the four-year program, the cooperation of state funding sources temporarily covering regional obligations if available, project delays from original programming, and ultimately the project selection process that may delay projects or programs.

As the current federal authorization bill is operating under a continuing resolution to extend previous authorization levels into the first year of the four-year MTIP, the years 2014-18 STP and CMAQ revenue forecast used a 1.5% increase in revenues factor applied to the actual 2013 revenues appropriated (at a 93% limitation rate). This method represents a slightly conservative forecast of historic trends of recent limitation rates and utilizes the Congressional Budget Office forecast of growth in the Highway Trust Fund. 2015 has a large funding authority of urban STP funds due to a carry forward of unallocated authority from the 2010 through the 2014 fiscal years. These years produced larger funding levels than previously forecasted for allocation due to the elimination of High Priority Projects (aka earmarks). The elimination of earmarks resulted in larger amounts of funding to formula programs such as STP than in prior years.

The urban STP and CMAQ revenue projections and programmed project costs for years 2015 through 2018 are summarized in Table X.X below. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs.

A total of \$181.1 million in revenues and \$181.1 million of project costs are forecast for use of regional flexible funds during the 2015-18 period. ODOT Highway Programming Office has agreed that should projects over obligate available revenue in any one year, ODOT would use its revenue authority to cover the Metro area local program expenses. Should ODOT's financial circumstances change, the Metro region will institute project selection procedures to delay obligation of projects whose costs exceed available revenues.

### ***Metro Regional Flexible Fund Project Costs***

Agencies applying for regional flexible funds for their projects estimate and manage their project costs, with review and approval by Metro. In order to establish realistic project budgets, Metro provides a planning-level cost estimation worksheet which establishes costs for project design features, environmental impacts and mitigation, right-of-way acquisition, design, administration, construction engineering, and contingency. Specific methodology and costs in the worksheet are based on methodologies used by ODOT, cities, counties, and consultants in the Portland metro area. Applicants are required to submit a cost estimate using Metro's worksheet or a Metro approved methodology which results in equivalent or improved cost estimation. Metro reviews all cost estimates relative to their project scopes, and recommends changes as necessary to establish a reasonable project budget. Project costs are inflated to the project year of expenditure using factors recommended by ODOT. Once a project is awarded funds, the agency administering the project is responsible for implementing the scope of the project applied for within budget. Cost overruns must be covered by the agency or the agency must apply for additional funds or request a reduction in project scope.

### ***ODOT – State Program Revenues***

ODOT relies on its Economic and Financial Analysis Unit to provide Highway Fund revenue forecasts (done semi-annually), feasibility studies, cash flow forecasting, revenue impact analysis, and DMV transaction forecasting

### ***ODOT – State Program Costs***

ODOT technical staff develops cost estimates by reviewing the project scope and applying engineering and financial assumptions based on the various work elements associated with the project. Using current financial and engineering information, costs are developed to determine project design, right of way acquisition, construction, contingencies and engineering estimates.

### ***TriMet – Public Transit Revenues***

Federal formula funds in total constitute about 15% of TriMet's continuing resources for operations. In addition to approximately \$51 million of Section 5307 Urbanized Area and Section 5337 State of Good Repair funds, TriMet receives \$16 million dollars a year in federal highway program funds through the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) Program to support the regional rail program, passenger amenity improvements and Regional Travel Options.

In July 2012, Congress passed MAP-21 (Moving Ahead for Progress in the 21st Century) reauthorizing the transportation program for two years. The authorizing legislation is funded with general fund transfers plus 10 years of revenue increases and spending cuts in other programs. Future appropriation levels, after the fiscal cliff and when current balances in the Mass Transit Account are depleted in early FY15, remain uncertain. TriMet's long-term financial forecast assumes that Congress continues to appropriate the amounts authorized by MAP-21 and finds long-term funding to continue the federal transit program at MAP-21 levels increased annually for inflation. Additionally, given that gas tax provides 50% of federal transportation and

balances of the Mass Transit Fund provide 50% (which will be fully depleted in early FY15, general fund transfers or new taxes will be required to maintain the program at MAP-21 levels. Given this risk, TriMet expects lower federal formula funding levels, possibly resulting in a 5% reduction or \$2.6 million less per year.

The most significant changes to the transit program in MAP-21 are the elimination of 5309 bus discretionary funds, the elimination of 5316 Jobs Access and Reverse Commute program and the transformation of the Fixed Guideway Modernization program with additional funding into the State of Good Repair (SGR) program to bring the nation's rail systems up to a state of good repair.

Except for New Starts, nearly all programs are now distributed by formula. MAP-21 increased TriMet's State of Good Repair (SGR) funding (the old Fixed Guideway Modernization program) \$5.6 million in FY13 over FY12's Fixed Guideway Modernization appropriation of \$11.8 million for a total of \$17.4 million. Additional SGR revenues will pay for additional rail capital maintenance that had not been previously incorporated into the forecast. TriMet's long-term financial forecast assumes the higher SGR revenue and a like amount of offsetting additional expenditures for rail SGR continue throughout the forecast. State of Good Repair revenues are projected to remain \$17.4 million through FY16 then increase 2.7% annually with inflation. In addition:

- SGR funds increase 20% in FY18 when WES and Green Line MAX are 8 years old
- SGR funds increase 5% in FY21 when Eastside Streetcar is 8 years old
- SGR funds increase 10% in FY26 when PMLR is 8 years old

Urbanized area formula funds, which were \$34.6 million in FY12, and \$34.6 million in FY13 are projected to be \$34.6 million in FY14, FY15 and FY16 growing 2.7% per year subsequent years. Under MAP-21 TriMet will receive funds for bus purchases on a formula basis. TriMet's FY13 appropriation of Section 5339 – Bus and Bus Facilities funds was \$2.7 million. TriMet's long-term financial forecast assumes an additional \$2.7 million per year in FY14, FY15 and FY16 growing 2.7% annually in subsequent years.

The Job Access Reverse Commute program, which provided approximately \$600,000 a year to TriMet via formula to provide transportation for low-income individuals, has been eliminated. TriMet is spending down the remaining JARC funds and reviewing which programs funded by JARC will continue. The New Freedom program has been folded into an expanded 5310 Elderly and Disabled Transportation program, which funds service to address the transportation needs of elderly and persons with disabilities. TriMet had been receiving about \$400,000 a year from New Freedom to provide community-based transportation services for elders and people with disabilities through Ride Connection. MAP-21 increased this allocation to about \$1.2 million a year. Additional funds maintain Ride Connection service levels.

### ***TriMet – Public Transit Costs***

TriMet views its capital projects as either additions to the capital plant or as rehabilitation and replacement of the existing capital. TriMet plans and budgets replacement projects as follows:

- Each department maintains an inventory and condition assessment of capital items. The purpose of the inventory is to estimate the life expectancy, condition and replacement costs of TriMet's existing capital assets, whether or not they will be programmed for replacement during the next five years. With this information, TriMet plans for future expenditures, sets replacement schedules and establishes infrastructure standards.

- This inventory is updated and refined each year prior to the budget process, with another year added for planning purposes.
- During the annual budget process, replacement projects must be justified based on the actual condition or repair history of the facility or equipment.

***SMART - Public Transit Revenues***

To estimate the amount of available revenue for fiscal years 2015-2018, SMART used a methodology that is consistent with Metro's projections, based on historic trends and is updated with actual appropriations and limitations. SMART collaborates with other regional transit agencies to estimate shares of the Urbanized Area Formula Funds as authorized in MAP-21.

***SMART - Public Transit Costs***

To estimate SMART's public transit costs for fiscal years 2015-2018, our methodology included using the planning level worksheets provided by Metro and the project cost inflation factors recommended by ODOT. Finally, as a department of the City of Wilsonville, SMART uses inflation factors consistent with the City's annual budgetary process.

***Table 4.1 Demonstration of Fiscal Constraint***

	<b>2015*</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total 2015-18</b>
<b>STP Revenues</b>	\$44,167,295	\$24,399,245	\$24,765,234	\$25,136,712	\$119,917,676
<b>CMAQ Revenues</b>	\$13,777,924	\$13,984,593	\$14,194,362	\$14,407,277	\$56,364,157
<b>TAP Revenues</b>	\$1,999,590	\$1,387,880	\$1,408,698	\$1,429,828	\$6,225,995
<b>Total Regional Flex Fund Revenues</b>	\$59,994,809	\$39,771,718	\$40,368,293	\$40,973,747	\$181,058,638
<b>Funds Programmed to Project Costs</b>	\$44,189,821	\$36,786,305	\$39,040,089	\$58,819,102	\$178,835,317
<b>Difference</b>	\$15,804,988	\$2,985,413	\$1,328,204	(\$17,845,284)	<b>\$2,223,321</b>

\*STP revenues for 2015 includes carry forward of \$ revenues from 2011-14 that were unallocated due to under-forecasting of revenues during those years.

Table 4.1 demonstrates more revenue is forecast during the four-year period of the MTIP than has been scheduled for spending on projects and programs.

The current authorizing legislation, MAP-21, will expire in September 2014. To date, it is unclear whether new federal transportation legislation will be adopted before the expiration or if the federal government will continue to operate under continuing resolution. The revenue estimates for 2015 through 2018 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and program of projects, however, utilizes Congressional Budget Office forecast in anticipated growth of the Highway Trust Fund of 1.5% annually and is consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

**Demonstration of Compliance with Federal Planning Factors and Regional Transportation Plan Consistency**

To demonstrate compliance with federal regulations, a MPO must describe how its activities address eight federal planning factors identified in the MTIP. The following describes how this MTIP addresses the planning factors and in turn many of the goals of the RTP.

- *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; (Federal Planning Factor #1, RTP Goal 2)*
  - The regional flexible fund policy direction to focus 25% of regional transportation investments in freight and the green economy initiatives in the 2014-2015 and 2016-2018 regional flexible fund allocations signifies the importance of projects that support economic vitality in the region.
  - Industrial and freight projects are evaluated on their impact on jobs and businesses in the “traded sector.”
  - Light Rail Transit investments support regional and town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments support a healthy regional economy by helping realize the 2040 Growth Concept.
- *Increase safety of the transportation system for motorized and non-motorized users; (Federal Planning Factor #2, RTP Goal 5)*
  - Regional flexible fund projects for 2016-18 were evaluated using safety criteria and points given by a safety panel and included whether a project would have negative safety impacts on other modes or solves a known safety issue. Additionally project locations were influenced by the provision of bike and pedestrian crash data and evaluated on how well nominated projects met safety related criteria.
  - All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.
- *Increase the security of the transportation system for motorized and non-motorized users; (Federal Planning Factor #3, RTP Goal 5)*
  - Regional flexible funds, ODOT funds and public transit funds have been programmed to traffic management operations centers, closed-circuit cameras and other ITS infrastructure that is coordinated with and used by emergency response and security personnel.
- *Increase the accessibility and mobility of people and freight; (Federal Planning Factor #4, RTP Goal 2 and 3)*
  - Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept were a criterion for regional flexible funded projects.
  - The 2014-2015 and the 2016-2018 RFFA almost exclusively invest in focus areas that improve non-auto mobility and freight movement.
  - Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.
- *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (Federal Planning Factor #5, RTP Goal 1 and 6)*
  - The MTIP conforms to the Clean Air Act.
  - The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative-modes (STIP).

- All projects funded with regional flexible funds incorporate best practices for stormwater management.
- Over \$27 million of regional flexible funds was allocated to bike and pedestrian projects for FFY 2015-18 which improve quality of life in the region's neighborhoods and have a positive air quality benefit by reducing auto trips.
- Over \$27 million was allocated to active transportation projects for FFY 2015-18.
- *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (Federal Planning Factor #6, RTP Goal 3)*
  - Projects funded through the RFFA must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.
- *Promote efficient management and operations; (Federal Planning Factor #7, RTP Goal 4)*
  - The Regional Travel Options program at Metro received funding to conduct transportation demand management projects and programs throughout the region to reduce single occupancy vehicle (SOV) trips and relieve pressure on congested corridors.
  - Funding has been allocated through regional flexible funding cycles to the Transportation System Management and Operations program at Metro to work on increasing efficiency of existing systems throughout the region.
- *Emphasize the preservation of the existing transportation system. (Federal Planning Factor #8, RTP Goal 9)*
  - ODOT prioritized funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

The MTIP also responds and implements the additional RTP goals by:

*Goal 7: Enhance human health*

- The regional flexible fund policy direction to focus 75% of regional transportation investments in active transportation initiatives in the 2014-2015 and 2016-2018 regional flexible fund allocations signifies the importance of projects that support alternative modes and active forms of transportation to get the minimum amount of physical activity per day.

*Goal 8: Ensure equity*

- The regional flexible fund allocation process had applicants demonstrate how the needs of environmental justice communities
- Criteria regarding meeting environmental justice communities' needs and expanding transportation access for environmental justice communities were used in determining which projects to recommend for award of funding.
- Demographic data which highlighted concentrations of environmental justice communities were provided prior to the nomination process of transportation projects for federal funds to help inform locals which projects to nominate.
- An expanded programmatic analysis of disproportionate burden and disparate impact is being conducted for the 2015-2018 MTIP.

*Goal 10: Deliver Accountability*

- The 2014-2015 and 2016-2018 RFFA cycles expanded on processes to provide stakeholders, including traditionally underrepresented populations, opportunities for input on the nominated transportation investments.

- The development of the 2015-2018 MTIP is undertaking a deliberate process to check in with stakeholders, primarily through the advisory committees, to gather feedback and input regarding the contents of the transportation expenditure.
- The retrospective process for the 2016-2018 RFFA provides a medium for elected officials, local jurisdictions, and community participants in the 2016-2018 RFFA process to reflect on ways to improve the process and better align the outcomes with the policy direction.

**Demonstration of Compliance with Congestion Management Process** The 2015-18 MTIP is the investment vehicle for advancing the region’s CMP implementation. The MTIP draws on the RTP for direction on the CMP-supportive policies, objectives, strategies, and performance measurement, and then incorporates these into the regional decision making process for allocating funding. Most recently, the 2016-18 RFFA process incorporated the six desired outcomes and performance targets adopted into the 2035 RTP, applying these elements as guides for Step 1 and Step 2 funding allocations. The result was continuing support for Step 1 program allocations to the Transportation System Management and Operations, Regional Travel Options and Transit Oriented Development programs, which implement key CMP strategies. Additionally, the Step 2 Community Investment Fund project prioritization factors utilized CMP performance measures to direct investments.

A significant addition to the 2016-18 RFFA process was the inclusion of a Data Resource Guide intended to support local jurisdictions in the development of their project applications. The guide provided both system performance and demographic data for the CMP network, defined by Metro’s planning area boundary. Categories of information included Regional Travel Options, Active Transportation, Safety, Roadway, Transit and Equity. Click on the link to view the region’s transportation system monitoring and performance activities.

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=42795>

The evaluation of the effectiveness of the 2015-18 MTIP investments on congestion will be captured in the CMP periodic monitoring as they are implemented.

### **Demonstration of Compliance with Federal Clean Air Act**

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air quality conformity determination that documents the region’s transportation investments is in compliance with emissions budgets allocated by the SIP.

The conformity determination report also identifies how this MTIP meets the Transportation Control Measures (TCMs) required by the Oregon SIP. TCMs include measurement of bike and pedestrian system facility improvements each biennium and a cumulative average annual increase of public transit service by 1% in the region. Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

**Table 4.2 Bicycle projects implementing transportation control measures for air quality**

The following table shows the bicycle projects TCM are calculated for the period between 2006 and 2018. The total miles planned to be constructed by 2018 is 52.68 miles, which exceeds the TCM of 28 miles to be built by the year 2017.

**Table 4.2 Bicycle Projects Funded (by Allocation Year)**

2006-2007 Funding	Length (mi)	2012-2013 Funding	Length (mi)
Beaverton Powerline Trail	1.95	NE/SE 20s Bikeway	5.5
Washington SQ RC multi-use trail	0.57	Westside Trail	0.75
McLoughlin: I-205 to Hwy 43 bridge	0.1	40 Mile Loop	1.7
102nd Ave Blvd improvements	0.8	Red Electric Trail	0.24
Hwy 99E: River Rd to Park Ave bike lanes	0.57	<b>Total</b>	<b>8.19</b>
<b>Total</b>	<b>3.99</b>		Length (mi)
2008-2009 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Springwater Trail	0.9	Cedar Creek Greenway Trail	3.9
Marine Dr bike lanes	1.5	East Portland Active Transportation to Transit	0.9
Gresham-Fairview Trail	1.9	Burgard Rd at N Time Oil Rd	0.6
Gresham MAX trail	1.9	Arata Rd-Wood Village Blvd to 238th Ave	0.34
Rock Creek Trail	0.8	Sandy Blvd: 230th - 238th Dr	0.21
Trolley Trail	6.0	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.97
SE 92 <sup>nd</sup> Ave bike lanes	0.38	<b>Total</b>	<b>15.02</b>
Waud Bluff Trail	0.25		Length (mi)
<b>Total</b>	<b>13.63</b>	2016-2018 Funding	Length (mi)
		Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
		Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave	1.52
	Length (mi)	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
2010-2011 Funding	Length (mi)	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety	2.3
NE/SE 50s Bikeway	4.3	Jennings Ave: OR 99E to Oatfield Rd Sidewalk and Bicycle Lane	.69
East Baseline St, Cornelius bike lanes	0.54	SE 129 <sup>th</sup> Ave Bikelane and Sidewalk	.20
East Burnside bike lanes	0.55	<b>Total</b>	<b>6.46</b>
<b>Total</b>	<b>5.39</b>		
<b>Total miles, 2006-2018:</b>	<b>52.68</b>		

**Table 4.3 Pedestrian projects implementing transportation control measures for air quality**

As shown in the Table, the region has allocated funding for at least 8.95 miles of new pedestrian improvements in mixed-use centers for 2006-2017. This represents an average of 2.26 miles per biennium, approximately 51% above the 1.5 mile per biennium target for new pedestrian improvements.

**Table 4.3 Pedestrian Projects Funded (by Allocation Year)**

2006-2007 Funding	Length (mi)	2012-2013 Funding	Length (mi)
St John's Ped/Freight Improvement	0.45	Red Electric Trail	0.5
Hillsboro Regional Center Ped Project	1.77	McLoughlin (Ph 2)	0.5
Central Eastside Bridgeheads	0.1	Rose Biggi	0.16
Hwy 224 Preservation (99E to I-205)	0.15	102 <sup>nd</sup> Ave	0.5
<b>Total</b>	<b>2.47</b>	<b>Total</b>	<b>1.66</b>
2008-2009 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Forest Grove TC*	0.65	Arata Rd: 223rd - 238th and Wood Village Blvd trail	0.2
Milwaukie TC	0.26	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.34
92 <sup>nd</sup> Ave	0.38		
Gresham MAX trail	0.4		
<b>Total</b>	<b>1.69</b>	<b>Total</b>	<b>0.54</b>
2010-2011 Funding	Length (mi)	2016-2018 Funding	Length (mi)
Hood Street: Se Division to SE Powell	0.18	Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
Foster-Woodstock: SE 87 <sup>th</sup> to SE 101 <sup>st</sup>	1.13	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
E. Baseline, Cornelius: 10 <sup>th</sup> to 19 <sup>th</sup>	0.18	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety Phase II	2.3
Burnside: 3 <sup>rd</sup> Ave to 14 <sup>th</sup> Ave	1.1		
<b>Total</b>	<b>2.59</b>	<b>Total</b>	<b>4.62</b>
<b>Total miles, 2006-2018:</b>	<b>13.57</b>		

**Table 4.4 Public Transit Service - implementing transportation control measures for air quality**

The data in the table it show that the transit service TCM concerning transit service increase has been met because the analysis of weighted transit service hours shows a cumulative average transit service increase of 1.85 percent, which exceeds the TCM of 1.0 percent.

**Table 4.4 Transit Service Hours – Weighted by Capacity**

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	10-year Average Transit Service Increase
2000	1,443,948	633,581		N/A	2,077,529	
2001	1,467,660	642,531		N/A	2,110,191	
2002	1,497,564	712,922	37,781	N/A	2,210,486	
2003	1,515,648	745,502	37,444	N/A	2,261,150	
2004	1,527,228	754,804	40,065	N/A	2,282,032	
2005	1,516,296	889,851	46,723	N/A	2,406,147	
2006	1,458,564	857,752	50,827	N/A	2,367,114	
2007	1,481,460	862,843	55,604	N/A	2,399,907	1.39
2008	1,511,880	900,884	67,220	N/A	2,479,983	2.36
2009	1,534,068	955,377	68,307	5,754	2,563,506	2.70
2010	1,461,396	1,104,526	67,385	13,892	2,647,199	2.84
2011	1,336,572	1,097,353	66,745	13,938	2,514,608	1.27
2012	1,342,296	1,117,717	66,416	13,846	2,540,275	1.23
2013	1,348,524	1,111,054	93,940	14,110	2,567,627	1.21
Cumulative Average						<b>1.85%</b>

### **Demonstration of Compliance with Environmental Justice and Title VI**

While federal mandates require the agency to comply with environmental justice and Title VI regulations, Metro’s own agency values embed equity as a desired outcome that all agency activities, including those within and outside of the agency’s federal responsibilities, strive for ensuring the benefits and burdens of growth and change are distributed equitably.

In fulfilling federal Title VI and environmental justice mandates, Metro demonstrates its agency-wide public involvement program meets, but not limited to, at a minimum the federally mandated requirements and that proper demographic and federal program assessments are completed to help shape public involvement strategies and determine whether there is disproportionate burden on environmental justice or Title VI communities. As a federal activity, the MTIP must show compliant public involvement and demographic analysis was completed. Therefore the compliance effort becomes a team effort by the different agencies which provide expenditure information for the MTIP.

The following section demonstrates how the MTIP program as a whole meets environmental justice and Title VI analysis by summarizing the different efforts undertaken by each public agency to coordinate in developing the MTIP as well as outlining the upcoming public involvement and analytical work for the 2015-2018 MTIP.

#### ***Public Involvement***

##### ***Metro***

In the two RFFA cycles included in the 2015-2018 MTIP, several new approaches to integrating environmental justice and Title VI consideration were applied. These efforts focused on expanding outreach to stakeholders to improve Metro’s understanding of the transportation needs facing these communities. As a baseline, Metro shaped the public involvement efforts in

accordance with the Transportation Planning Public Involvement Policy which is consistent with federal regulations. Metro recently updated the agency public involvement plan (PIP) to include strategies for engaging historically underrepresented groups in the planning process and describes engagement strategies for informing and involving key stakeholders and the general public throughout the decision-making process.

With Metro's 2016-2018 RFFA process, Metro developed a two-step process which offered several opportunities for public involvement at different stages of the RFFA project nomination and selection. A regional public comment period was held after the transportation priority nomination process where over 800 comments were received. Following the comment period, the nominating agencies responded and considered project revisions based on comment received. The sub-regional coordinating committees also conducted local public involvement process to inform which projects would be recommended for 2016-2018 discretionary funding. Both the regional and local public involvement processes incorporated outreach resources developed by Metro including translated project materials and extended outreach to environmental justice, faith-based, and community organizations.

For the entire MTIP, a joint 45-day public comment period with the 2014 RTP will be held from March 21<sup>st</sup> through May 5<sup>th</sup>. The main way to comment includes an online tool with public focus questionnaire, asking participants:

- if the region is on the right track with decisions related to the 2040 Growth Concept, the urban growth boundary and associated investment decisions;
- what they want the region to look like in 20 years to help shape current investment decisions.

Whether the mix of projects allocated funding through the regional flexible fund process, the ODOT administered process, and the transit agencies processes, are the correct mix of priorities to implement progress of the Regional Transportation Plan.

### ***ODOT***

ODOT holds public meetings to view and comment on the STIP. Summaries of the public comments related to projects proposed for state administered funding is reported in the STIP. A summary of the public involvement efforts undertaken in the 2015-2018 STIP can be found in chapter three. Further information about the STIP is available from the ODOT website at [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT).

### ***TriMet***

TriMet manages its own service and capital program update through its annual budget process. A summary of the TriMet public involvement activities for updating its service and capital program can be found in Chapter three. Additional information is available from the TriMet web site at [www.trimet.org](http://www.trimet.org).

### ***SMART***

SMART allocates its formula funding through the annual City of Wilsonville budget and Capital Improvements Program (CIP) processes. A summary of the public involvement activities for updating the City's CIP can be found in chapter three. Further information on these processes may be found on the agency's website: [www.ridesmart.com](http://www.ridesmart.com).

**Analytical**

**Metro**

In addition to the public involvement requirements, the agencies which help develop the MTIP must conduct demographic analysis and program assessment to determine the effects policy decisions may have on environmental justice and Title VI communities. The outcomes of the demographic analysis and program assessments are intended to inform public involvement approaches for the agencies as well as draw conclusions on methods through which agency programs can improve the impacts of policy decisions for environmental justice communities.

**Table 4.5 Environmental Justice and Title VI Analytical Requirements Demonstration**

<b>Regulatory Framework</b>	<b>Analytical Requirement</b>	<b>Compliance Activity</b>
Executive Order 12898 on Environmental Justice	Demographic profile of the metro area that includes identification of locations of environmental justice populations in aggregate	<p>Metro staff undertook a process to utilize newly released federal decennial census data and other new data sources to map populations of environmental justice and Title VI that are above the regional average at the census block or census tract level.</p> <p>Composite maps and GIS data were provided to local agencies to consider while determining where to locate projects during the 2014-2015 and 2016-2018 RFFA nomination process to better meet the needs of communities with mobility and economic challenges. Providing this information enabled Metro to assist project sponsors in meeting the criteria for serving Environmental Justice communities transportation needs.</p> <p>Additional demographic mapping work was conducted as part of the 2015-2018 MTIP as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.</p>
	Benefits and Burdens Analysis	Benefits and Burdens analysis conducted for the 2015-2018 MTIP as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.
Title VI of the 1964 Civil Rights Act	Demographic maps that overlay the percent minority and non-minority populations as identified by census data	Disparate impact analysis conducted as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.
	Charts that analyze the impacts of the distribution of state and federal funds in the aggregate for public	

	transportation purposes	
	An analysis of impacts that identified any disparate impacts on the basis of race, color, or national origin	

***ODOT***

ODOT certifies compliance of the STIP to Title VI including Environmental Justice requirements with the Federal Highway Administration.

***TriMet and SMART***

TriMet and SMART certifies compliance with Title VI and environmental justice requirements with the Federal Transit Administration.

**Demonstration of Compliance with Americans with Disabilities Act**

The Portland metropolitan region is aggressively implementing the requirements of the Americans with Disabilities Act (ADA) in its transportation system. The following actions are examples of the region's commitment to meet the intent of the Act:

- Per the requirement outlined in CFR 49, Sec. 37.47(d), TriMet submitted its Key Station Plan to FTA in July of 1992. The regional public transit system met the conditions of the complementary paratransit plan in 1997. There is no further capital projects needed to implement the plan to track in the MTIP.
- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.
- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.
- The rate of growth of LIFT paratransit has been slowing with a strong travel training program. TriMet began in-person assessment of LIFT applicants and existing LIFT clients in spring 2010.
- TriMet has extended its pioneering use of low-floor light rail vehicles with continued bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.
  - The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP provides funding to a category of pedestrian projects. These projects provide important access within neighborhoods and to public transportation. This is essential for both fully ambulatory citizens, but also to persons requiring mobility devices or assistance.

**Metropolitan Transportation Improvement Program Investment Delivery Progress**

### ***Major Projects Implemented***

The 2012-2015 MTIP serves as the current expenditure program for the Portland metropolitan region. Since the adoption of the program in 2012, the region has accomplished a number of the projects it had anticipated. The following list of projects, in order by geography, has been completed since January 2012 – January 2014.

#### ***Clackamas County***

##### **Project Name**

- FFO – I-5: Wilsonville Road Interchange
- SE King Road and 145<sup>th</sup>: Safe Routes to School Sidewalks
- Main Street: 5<sup>th</sup> – 10<sup>th</sup> Street
- Barber Street: Boones Ferry Road – Boberg Road
- I-205: Glen Jackson and Geo Abernethy Bridge
- I-5 at I-205 Interchange
- OR224: Rock Creek – Deep Creek
- OR224: I-205 UPRR Overcrossing , WB right turn lane

#### ***Multnomah County***

##### **Project Name**

- Willamette River Morrison Bridge Ped/Bike
- SW Gibbs Street Pedestrian Bridge over I-5
- N Lombard Street: N Columbia Slough Overcrossing
- N Ivanhoe: N Richmond – N St. Louis
- US30B: NE 60<sup>th</sup> Ave – NE 82<sup>nd</sup> Ave
- FFO – I-5: Holiday-Marquam and I-405 Fremont
- Laurelwood Ave and 87<sup>th</sup> Ave Sidewalks
- I-205: SE Foster Road – SE 82<sup>nd</sup> Drive
- Halsey Street and Stark Street Sidewalks
- US26: E Burnside – SE Cherryville Drive
- US26: SE 51<sup>st</sup> Ave – I-205

#### ***Washington County***

##### **Project Name**

- OR217: Sunset Highway – Tualatin Valley Highway
- FFO – US26: NW 185<sup>th</sup> Ave – Cornell Road
- OR8: TV Highway at 178<sup>th</sup> Ave
- I-5 SB: Carman Drive – Lower Boones Ferry
- OR8: SW 331<sup>st</sup> Ave – Quince Street

#### ***Regional Projects***

##### **Project Name**

- Region 1 Traffic Signal Upgrade 4
- 2009 ITS Rural and Urban Corridors
- 2010 Rural and Urban Corridor ITS

### ***Delays to Planned Implementation and Carry Over***

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is

unduly delayed in expending and delivering its approved transportation projects. If projects that are scheduled to spend funds in a given year are delayed, through a formal request process, the local jurisdiction can receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

Below is a geographic listing of projects that have experienced a delay to implementation from their original programming in a previous MTIP. Additionally, some projects scheduled to receive funds will slip from scheduled completion to a future year. Projects are listed geographically.

### ***Clackamas County***

#### **Project Name**

- FFO - I-5: Wilsonville Road Interchange
- Trolley Trail: SE Kellogg Creek - SE Glen Echo Ave
- Main St: 5th - 10th St (Oregon City)
- FFO: OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)
- Springwater Trail: Rugg Rd - Dee St (Boring)
- OR99E: Roethe Rd - Clackamas River Br
- OR99E: Clackamas River Bridge - Dunes Dr (Oregon City)

### ***Multnomah County***

#### **Project Name**

- OR99E: MLK/Grand O-Xing UPRR #02115 & 08905 Viaduct
- I-405: Fremont Bridge - Marquam Bridge
- I-84: Sandy River - Jordan Rd - Bundle 210
- N Going Bike/Ped: N Vancouver Ave - N Channel Ave
- US30 Bypass: NE 122nd - M.P. 13.54
- I-84: Bridge Deck Overlays
- FFO - I-84: MLK Blvd to I-205
- FFO - I-84 EB to I-205 NB Auxiliary Lane
- US26 (SW Kelly Ave): SW 1st Ave - Ross Island Bridge
- US26: SE 111th to SE 176th Ave
- US26: Jefferson Rockfall Project
- FFO - OR99W: I-5 NB Ramps
- FFO - I-5: Hood Ave - Nyberg Cr Seismic Retrofit 2
- FFO - I-84: Troutdale Interchange (Marine Drive)
- OR99W: Newbury St & Vermont St Bridge Rehab

### ***Washington County***

#### **Project Name**

- OR217: Sunset Hwy - Tualatin Valley Hwy
- FFO - US26: NW 185th Ave - Cornell Road
- I-5 at I-205 Interchange
- OR8: TV Hwy @ 178th Ave
- Rock Creek Trail: Orchard Park - NW Wilkins St
- US26: Sunset Hwy @ Glencoe Road

- OR99W: Tualatin River Br - Sunset Blvd
- OR99W @ Beef Bend Road
- 2009 Signal Upgrades
- OR8: Minter Br Rd - SW 331st Ave Sec
- Old Tualatin Valley Hwy: Scoggins Creek Br Replacement
- OR8: N 10th Ave - N 19th Ave (Baseline St) Cornelius
- SW Birchwood Rd: SW 87th Ave - SW Laurelwood Ave
- SW Leahy Rd: 90th - 88th & W Stark: 89th - 88th (SRTS)
- US26 @ Brookwood/Helvetia (Shute Rd)
- Rose Biggi Ave (SW Hall Blvd to SW Crescent St)

### ***Regional Projects***

#### **Project Name**

- US26: VMS 185 to Cornell/Sherwood/I-84 at 223<sup>rd</sup>
- 2013 Signal Upgrade
- 2011 Rural & Urban Corridor ITS
- OR217: Active Traffic Management
- Corridor Upgrades
- 2010/2011 Signal Upgrades

### ***What's to come with the 2015-2018 MTIP***

The 2015-18 MTIP programs more than \$980 million of federal transportation funding expected to be made available to projects within the Metro region. Another \$494 million of local match and state transportation revenues are also programmed to projects, making total expected funding for transportation projects in the region during the four-year time period of the MTIP over 1.7 billion dollars. Some of the key differences and exciting investments are discussed from each prioritization program.

### ***Metro's Regional Flexible Fund Allocation – Highlights of Outcomes***

#### ***Awarded Transportation Investments – Differences between the 2014-2015 and the 2016-2018 RFFA cycles***

The 2016-2018 RFFA prioritization process took the foundation tested in the 2014-2015 RFFA and expanded on different elements. For the 2016-2018 RFFA, the step two policy areas and allocation split: active transportation and complete streets (75% of allocated target amount) as well as freight and green economy (25% of allocated target amount) were carried forward in the 2016-2018 transportation project nomination. However, under-forecasting of available revenues between 2012 and 2015 and the addition of new revenues from the MPO portion of Transportation Alternatives Program (TAP) funding from 2013-2015 opened an opportunity to direct the allocation of an additional \$33.8 million. Per direction provided by JPACT, the 2016-2018 RFFA included a third category focused towards large-scale transportation investments which are often a challenge to fund for an individual agency and supports economic development. Known as the Regional Economic Opportunity Fund (REOF) this new category changed the composition of the projects awarded funds, balancing large-scale regional projects and more locally-oriented projects.

**Table 4.5 Summary of Outcomes of 2014-2015 and 2016-2018 RFFA Cycles**

	2012-2015 RFFA Projects		2016-2018 RFFA Projects		
	Active Transportation and Complete Streets	Freight and Green Economy	Active Transportation and Complete Streets	Freight and Green Economy	Regional Economic Opportunity Fund
Number of Projects	7	6	12	4	5
Overall Funding Allocated	\$16.8 million	\$5.6 million	\$27.1 million	\$7.1 million	\$33.8 million
Local Funding Leveraged	\$6.6 million	\$.79 million	\$16.3 million	\$2.4 million	\$41.9 million
Average Cost (construction projects)	\$3.8 million	\$1.4 million	\$4.3 million	\$2.4 million	\$8.2 million
Total (%) of Allocated Funding	75%	25%	40%	10%	50%

Overall, more emphasis was placed on implementation and construction of transportation priorities in the 2016-2018 RFFA rather than planning and project development as seen in the 2014-2015 RFFA cycle. The 2016-2018 RFFA process also resulted in greater leveraging of local funding and higher cost projects. In particular, the REOF projects saw the largest local matches, but in all areas an increase in local funding was present. In both RFFA cycles, the region’s commitment to building out the high capacity transit network continued through the bond payments and the funding region-wide programs (i.e. Regional Travel Options and Transit-Oriented Development) remained steady.

For the resulting freight and green economy projects, both RFFA cycles saw lower cost projects on average and focused much more on transportation system management and operations to help facilitate greater reliability.

Slightly greater differences were seen in the active transportation projects in the 2016-2018 RFFA cycle as compared to the 2014-2015 RFFA cycle. The active transportation projects focused on filling in gaps in the bicycle and pedestrian network and safety concerns, which prevent communities from utilizing forms of active transportation. Whereas in the 2014-2015 cycle, the active transportation projects tended to focus towards innovations, with the funding of the Portland bicycle share project, as well as trail completion and access to transit.

The new policy area of the REOF resulted in the region investing in several large-scale projects with three of the five projects focused on increasing access to industrial lands. The projects build on other long-term transportation priorities, such as the East Portland Access to Transit and Education project, which will build the local bicycle and pedestrian connections to help support future high capacity transit in East Portland.

*Prioritization Process – Differences between the 2014-2015 and the 2016-2018 RFFA cycles* The 2014-2015 RFFA tested many new elements of the transportation nomination and prioritization process. In the 2014-2015 RFFA, new elements including expanded public outreach and greater consideration of transportation investments serving environmental justice communities needs. From the recommendations and criteria set forth by the 2014-2015 RFFA joint task force and the environmental justice working group, the 2016-2018 RFFA process provided more opportunities for members of the public to comment on projects as well as transparency with the decision-making process.

The 2016-2018 RFFA utilized two public comment opportunities to allow stakeholders to weigh in on the nominated projects and help refine the projects to support community needs. One public comment opportunity was hosted by Metro and extra efforts were made to gather feedback from environmental justice communities. Metro developed different resource materials, including translated project descriptions, translation services, and advertisements to encourage environmental justice communities to provide feedback. Additionally, Metro reached out to community organizations and faith-based institutions to gather input. The result was over 800 public comments during the regional public comment on 2016-2018 RFFA nominated projects and several project revisions to reflect the feedback received.

The 2016-2018 RFFA also provided greater local control of the transportation investment prioritization process. The sub-regional coordinating committees were provided guidelines to ensure federal and regional policies were met, but had the flexibility to employ a locally-tailored prioritization process. Each sub-regional coordinating committee conducted their own local public comment period and utilized the Metro resources to support the local prioritization effort. The result was a list of recommended projects from each sub-region that reflected regional priorities, but also pressing local needs.

### ***ODOT's STIP – Highlights and Outcomes***

For the 2015-18 STIP update, ODOT and the OTC changed how the STIP was developed to support adopted priorities and focus limited funds to maintain existing transportation assets. Beginning in the summer of 2012, ODOT divided STIP funds into two broad categories: Fix-It and Enhance. Enhance was defined as activities that expand, or improve the transportation system. Fix-it was defined as activities that fix or preserve the transportation system.

### **Nomination and Selection Process**

For the Enhance process, ODOT developed a single application process for all projects. The applications were reviewed by state modal committees and Area Commissions on Transportation (ACTs) prior to consideration by the OTC. Region 1, which includes the three-county MPO and Hood River County, does not currently have an ACT. Therefore, the OTC directed the department to establish a region-wide, project selection committee to review and select projects for the 2015-18 STIP. The committee was composed of local government and private sector representatives from each county in the region, a MPO representative (Metro Councilor), the ODOT Region 1 Manager, and representatives from TriMet, the Port of Portland and the City of Portland.

Fix-It projects were identified and prioritized through ODOT's program management systems. Information about Fix-It projects was provided and coordinated with the Enhance project selection committee to align resources and maximize state investment.

The Project Selection Committee met four times to review, prioritize and develop a project list for review by the OTC. After the committee adopted a 150% list of recommended Enhance projects, ODOT staff worked in concert with applicants to scope each project. After the completion of scoping process for both Enhance and Fix-It projects, ODOT staff presented more detailed design and cost information on each project to the project selection committee to inform its final decision. The committee's ultimate recommended project list was unanimously agreed upon on September 11, 2013

All four of the committee's meetings were open to the public and provided opportunity for public comment and engagement.

The OTC adopted the proposed list of Fix-It and Enhance projects, in the form of the draft 2015-18 STIP at its January 22, 2013 meeting.

### ***TriMet's CAMIP – Highlights and Outcomes***

Over the past couple years, TriMet has been evolving its Capital Improvement Plan (CIP) into the Capital Asset Management and Investment Program (CAMIP), in order to better align with the federal priorities expressed in MAP-21. MAP-21 furthers several important goals of the U.S. Department of Transportation, including safety, state of good repair, performance, and program efficiency. The Act also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program and new asset management requirements. In addition, it aligns Federal funding with key goals and tracks progress towards these goals. The new law focuses on the following areas:

- Safety Authority
- State of Good Repair and Asset Management
- Streamlining and Program Efficiency

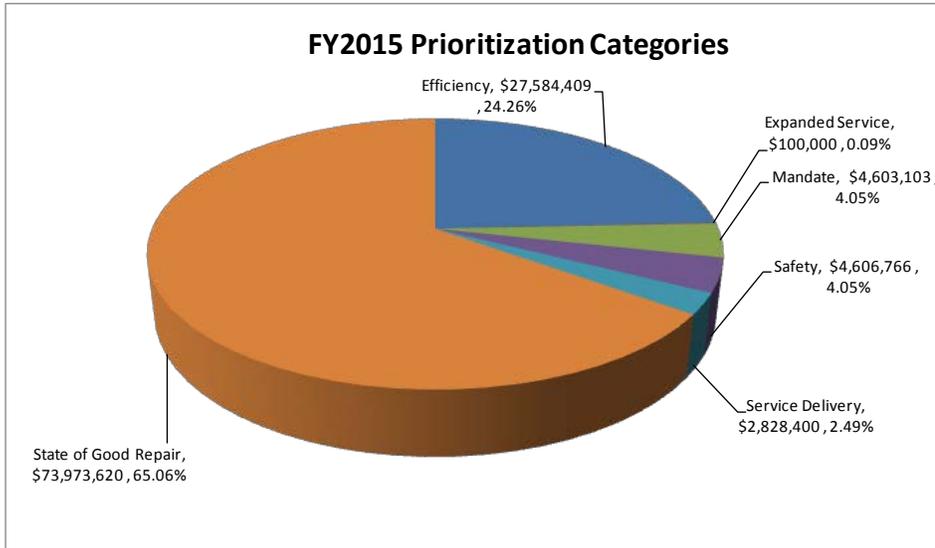
Each of the focus areas offers structure to enhance, improve and prioritize elements of the nation's transit infrastructure. In particular, the new structure and guidelines brought on by MAP-21 will allow TriMet to better its infrastructure and give customers service and safety they've become accustomed to. TriMet has responded to these new federal policy focuses in the way that it prioritizes its investments in the CAMIP. The following prioritization level (in order) is the criteria TriMet now uses to evaluate proposed projects:

- State of Good Repair (SGR) – high, medium, low
- Safety (S) – high, medium, low
- Legal Contract, Mandate, Obligation (CMO) – high, medium, low
- Service Delivery (SD) – high, medium, low
- Efficiency (E) – high, medium, low
- Expanded Service (ES) – high, medium, low

Projects with high state of good repair and safety scores receive highest priority. Expanded Service projects are lower priority and usually require new revenue to move forward. Each project is evaluated to ensure the best and most efficient use of public funds. This differs from previous prioritization criteria in place as of the FY13 CIP, which were:

- First Priority:
  - Mandatory Replacement
  - Mandatory Safety
  - Regulatory Requirements

- Second Priority:
  - Improvement Program



***SMART's Capital Improvement Program – Highlights and Outcomes***

The 2012-2015 Capital Improvement Program for SMART was largely focused on bus replacements to upgrade its aging fleet. During this time, SMART will have replaced 11 buses that were considered by FTA to be past their useful life and in doing so, the fleet is also more uniform, which allows for easier interlining of services and efficiency related to performance and maintenance.

The 2015-2018 Program still includes some bus replacements as warranted, but also looks to add information technology to our buses to improve performance and efficiency. With upgraded technology, SMART anticipates improved amenities for riders as well as the ability to streamline data collection to better plan for and measure system performance.

SMART's Transit Master Plan, which includes policy direction for capital and service programs, will undergo an update beginning in FY 2014-15.

## Chapter 5: MTIP Programming

Programming of funds refers to the assignment of transportation investments by phase (planning, project development, final design, right-of-way and construction) to the types of federal funds and expected years of expenditure. Metro works in cooperation with all of the region's local and regional transportation agencies, selects transportation priority investments will be funded with federal transportation discretionary funds. To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves transportation funding being split into different fiscal years with preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

Balancing project expenditures with annual revenue limits becomes more difficult when a single project requires a large sum to complete one or more phases of work in one year. A project that requires above \$5 to \$6 million can make it difficult for other more modest projects to proceed in a given year. There are no adopted rules for making such decisions, except that the volume of project work that can proceed in any one year must fall within the revenue that is available that year, including conditional access to statewide resources, as discussed above.

These funds are awarded by Metro to sponsoring agencies, which then contract with ODOT to obtain access to the funds. These agencies are ultimately responsible for operation of newly constructed facilities. Unlike all the other regional funding sources discussed above, administrative responsibility for STP, TAP, and CMAQ funds is essentially split between Metro and a broad selection of local sponsoring agencies.

The next several pages include the programming for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2015-18. The transportation investments are organized by lead agency and are in alphabetical order.

The following table key describes the frequently used terms in the Chapter 5 programming tables:

<b>ODOT Key Number</b>	This is a unique identification number assigned to a program, project or project phase by the ODOT to organize all transportation projects within the State Transportation Improvement Program database.
<b>Estimated Total Project Cost</b>	This includes cost of the project spent prior to 2012 and costs that may be necessary to complete the project after 2015. Project costs are presented in year-of-expenditure (YOE) dollars, utilizing cost inflation factors from the transportation industry.
<b>Lead Agency</b>	The agency that is contractually responsible for managing and delivering the project.
<b>Phase</b>	The type of work being completed on the project with funds programmed for the fiscal year identified. Includes: <b>Planning:</b> activities associated with preparing for projects for implementation, from broad systems planning to project development activities. <b>Preliminary engineering:</b> work to create construction and environmental documents. <b>Right of way:</b> activities associated with investigating needs for use of land for the construction or operation of a project. <b>Construction:</b> activities associated with the physical construction of a project. <b>Other:</b> Activities for programs or projects not defined by one of the other phase activities defined above.
<b>Program Year:</b>	The federal fiscal year funds are available for the project. The federal fiscal year begins October 1st of the year prior to the identified year (FFY 2015 is October 1,

	2014 through September 30, 2015).
<b>Federal funding:</b>	Federal funding authority made available to a project to reimburse eligible project related expenses.
<b>Minimum local match</b>	Funding required to be provided by the lead agency to qualify for the federal funding authority programmed to the project.
<b>Other funding</b>	Additional funding from non-federal sources identified as available to the project.
<b>Total funding</b>	The amount of funding programmed as available to the project within the timeframe of the 2015-18 Metropolitan Transportation Improvement Program. Project funding provided in each project phase covers the estimated cost for that project phase (in year of expenditure costs). Otherwise, the project phase cannot be programmed in the TIP.

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18173	Beaverton	70601	Crescent Connection: Cedar Hills Blvd. - Lombard	Bike and Pedestrian Facilities	\$4,144,158	Purchase right of way	STP	2015	\$602,382	\$68,945	\$0	\$671,327
						Construction	OTHER	2015	\$0	\$0	\$2,806,813	\$2,806,813
		<b>70601 Total</b>							<b>\$602,382</b>	<b>\$68,945</b>	<b>\$2,806,813</b>	<b>\$3,478,140</b>
TBD	Beaverton	70687	Canyon Road Streetscape and Safety Project	The project will design and construct intersection and crossing facilities as well as a short bike connection to parallel regional bike routes along Canyon Road (OR 8) between SW 117th Avenue to the east and SW Hocken Avenue to the west.	\$3,939,597	Preliminary engineering	STP	2016	\$494,000	\$56,541	\$0	\$550,541
						Purchase right of way	STP	2017	\$79,000	\$9,042	\$0	\$88,042
						Construction	STP	2018	\$2,962,000	\$339,014	\$0	\$3,301,014
		<b>70687 Total</b>							<b>\$3,535,000</b>	<b>\$404,597</b>	<b>\$0</b>	<b>\$3,939,597</b>
15599	Clackamas County	70047	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	New intelligent traffic signals sidewalks and illumination on Harmony Road.	\$1,671,682	Construction	STP	2015	\$1,186,843	\$135,839	\$0	\$1,322,682
		<b>70047 Total</b>							<b>\$1,186,843</b>	<b>\$135,839</b>	<b>\$0</b>	<b>\$1,322,682</b>
18001	Clackamas County	70478	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	\$880,419	Preliminary engineering	STP	2015	\$125,622	\$14,378	\$0	\$140,000
						Construction	STP	2015	\$570,161	\$65,257	\$0	\$635,418
		<b>70478 Total</b>							<b>\$695,783</b>	<b>\$79,635</b>	<b>\$0</b>	<b>\$775,418</b>
18305	Clackamas County	70645	Sunnyside Rd Adaptive Signal System	Design adaptive traffic signal system and transit signal priority on Sunnyside Rd.	\$986,225	Construction	STP	2015	\$718,938	\$82,286	\$0	\$801,224
		<b>70645 Total</b>							<b>\$718,938</b>	<b>\$82,286</b>	<b>\$0</b>	<b>\$801,224</b>
TBD	Clackamas County	70674	Jennings Ave: OR 99E to Oatfield Road Sidewalk and Bike Lanes	The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd.	\$2,118,680	Preliminary engineering	STP	2017	\$496,844	\$56,866	\$0	\$553,710
						Purchase right of way	STP	2018	\$285,611	\$32,689	\$0	\$318,300
						Construction	STP	2018	\$1,118,637	\$128,033	\$0	\$1,246,670
		<b>70674 Total</b>							<b>\$1,901,092</b>	<b>\$217,588</b>	<b>\$0</b>	<b>\$2,118,680</b>
TBD	Clackamas County	70680	Clackamas County ITS Plan Phase 2B	The project will implement several priority intelligent transportation system (ITS) projects to roadways located in the Clackamas Industrial area and the City of Wilsonville.	\$1,370,779	Preliminary engineering	STP	2016	\$275,000	\$31,475	\$0	\$306,475
						Construction	STP	2017	\$955,000	\$109,304	\$0	\$1,064,304
		<b>70680 Total</b>							<b>\$1,230,000</b>	<b>\$140,779</b>	<b>\$0</b>	<b>\$1,370,779</b>
TBD	Clackamas County	70681	Sunrise System: Industrial Area Freight Access and Multimodal Project	The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path.	\$9,213,195	Construction	STP	2018	\$8,267,000	\$946,195	\$0	\$9,213,195
		<b>70681 Total</b>							<b>\$8,267,000</b>	<b>\$946,195</b>	<b>\$0</b>	<b>\$9,213,195</b>
16063	Forest Grove	70580	B Street: 23rd Ave - Primrose Ln (Forest Grove)	Install sidewalks	\$431,192	Purchase right of way	TAP - State	2015	\$897	\$103	\$0	\$1,000
						Other (explain)	OTHER	2015	\$0	\$0	\$20,484	\$20,484
						Construction	TAP - State	2015	\$258,665	\$29,605	\$0	\$288,270
		<b>70580 Total</b>							<b>\$259,562</b>	<b>\$29,708</b>	<b>\$20,484</b>	<b>\$309,754</b>
TBD	Gladstone	70682	Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	The project will study the feasibility of rehabilitating the Portland Avenue Historic Trolley Bridge as an extension of the Trolley Trail a shared-use path for bicyclists and pedestrians.	\$224,999	Design option alternatives	STP	2016	\$201,892	\$23,107	\$0	\$224,999

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
<b>70682 Total</b>									\$201,892	\$23,107	\$0	\$224,999
14393	Gresham	70086	Cleveland St: NE Stark to SE Powell	This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.	\$1,885,001	Construction	STP	2015	\$699,404	\$80,050	\$770,546	\$1,550,000
<b>70086 Total</b>									\$699,404	\$80,050	\$770,546	\$1,550,000
16986	Gresham	70542	Division Street Corridor Improvements (Gresham)	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.	\$1,310,600	Purchase right of way	TCSF	2015	\$211,020	\$24,152	\$14,828	\$250,000
						Construction	TCSF	2015	\$460,600	\$52,718	\$347,282	\$860,600
<b>70542 Total</b>									\$671,620	\$76,870	\$362,110	\$1,110,600
18306	Gresham	70609	East Metro Connections ITS	Update traffic signal hardware and communications: install changeable message sign.	\$1,075,002	Construction	OTHER	2015	\$0	\$0	\$202,109	\$202,109
						Construction	CMAQ	2015	\$200,000	\$22,891	\$0	\$222,891
						Construction	State STP (L240)	2015	\$376,866	\$43,134	\$0	\$420,000
<b>70609 Total</b>									\$576,866	\$66,025	\$202,109	\$845,000
18742	Gresham	70640	Hood Ave Extension (Gresham)	Extend Hood Ave to provide economic development access	\$280,374	Construction	IOF (S600)	2015	\$0	\$0	\$280,374	\$280,374
<b>70640 Total</b>									\$0	\$0	\$280,374	\$280,374
TBD	Gresham	70684	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	The project will construction multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	\$3,993,202	Preliminary engineering	STP	2015	\$596,350	\$68,255	\$0	\$664,605
						Purchase right of way	STP	2016	\$895,750	\$102,523	\$0	\$998,273
						Construction	STP	2017	\$2,091,000	\$239,324	\$0	\$2,330,324
<b>70684 Total</b>									\$3,583,100	\$410,102	\$0	\$3,993,202
TBD	Happy Valley	70683	SE 129th Avenue - Bike Lane and Sidewalk Project	The project will build a sidewalk and add bike lanes along SE 129th Avenue.	\$3,461,100	Preliminary engineering	TAP Metro	2015	\$572,691	\$65,547	\$0	\$638,238
						Purchase right of way	TAP Metro	2016	\$150,561	\$17,232	\$0	\$167,793
						Construction	TAP Metro	2017	\$2,382,393	\$272,676	\$0	\$2,655,069
<b>70683 Total</b>									\$3,105,645	\$355,455	\$0	\$3,461,100
18807	King City	70769	King City Sidewalk Infill	Sidewalk infills	\$1,036,424	Preliminary engineering	State STP (100%)	2015	\$133,787	\$0	\$15,313	\$149,100
						Purchase right of way	State STP (100%)	2017	\$10,772	\$0	\$19,228	\$30,000
						Construction	State STP (100%)	2018	\$769,277	\$0	\$88,047	\$857,324
<b>70769 Total</b>									\$913,836	\$0	\$122,588	\$1,036,424
18809	Lake Oswego	70770	Boones Ferry Rd: Oakridge/Reese-Madrona St	Bicycle and pedestrian improvements	\$26,900,000	Preliminary engineering	State STP (100%)	2015	\$2,000,000	\$0	\$1,360,000	\$3,360,000
						Purchase right of way	State STP (100%)	2016	\$2,000,000	\$0	\$1,750,000	\$3,750,000
						Construction	OTHER	2017	\$0	\$0	\$19,790,000	\$19,790,000
<b>70770 Total</b>									\$4,000,000	\$0	\$22,900,000	\$26,900,000
18018	Milwaukie	70479	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	\$3,308,815	Construction	STP	2015	\$1,986,941	\$227,414	\$0	\$2,214,355
<b>70479 Total</b>									\$1,986,941	\$227,414	\$0	\$2,214,355
14438	Multnomah County	70096	Beaver Creek Culverts: Troutdale Cochran Stark	The project calls for the replacement of 3 culverts along Beaver Creek at Troutdale Rd. Stark St and Cochran Rd.	\$1,177,873	Construction	STP	2015	\$811,567	\$92,887	\$53,419	\$957,873
<b>70096 Total</b>									\$811,567	\$92,887	\$53,419	\$957,873

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17410	Multnomah County	70416	Broadway Bridge - Willamette River	Repair Bridge #06757	\$10,000,000	Construction	HBRR -85% ON/OFF	2015	\$7,537,320	\$862,680	\$0	\$8,400,000
<b>70416 Total</b>									<b>\$7,537,320</b>	<b>\$862,680</b>	<b>\$0</b>	<b>\$8,400,000</b>
18019	Multnomah County	70484	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Improves pedestrian and bike safety along Arata Road with the addition of sidewalks lighting and landscaping.	\$4,468,200	Construction	State STP (L240)	2015	\$1,602,820	\$183,450	\$0	\$1,786,270
						Construction	CMAQ	2015	\$1,369,000	\$156,688	\$267,823	\$1,793,511
<b>70484 Total</b>									<b>\$2,971,820</b>	<b>\$340,138</b>	<b>\$267,823</b>	<b>\$3,579,781</b>
18020	Multnomah County	70485	Sandy Blvd: NE 230th Ave - NE 238th Dr (Wood Village)	This project addresses the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and industrial lands and I-84 via Exit 16 at 238th Avenue.	\$734,426	Construction	STP	2015	\$434,000	\$49,673	\$0	\$483,673
<b>70485 Total</b>									<b>\$434,000</b>	<b>\$49,673</b>	<b>\$0</b>	<b>\$483,673</b>
18383	Multnomah County	70667	Burnside St: Willamette River Br Painting & Rehabilitation	Paint and & rehab bridge #00511	\$39,020,000	Construction	State STP (L240)	2016	\$30,974,796	\$3,545,204	\$0	\$34,520,000
<b>70667 Total</b>									<b>\$30,974,796</b>	<b>\$3,545,204</b>	<b>\$0</b>	<b>\$34,520,000</b>
18833	Multnomah County	70775	NE 238th Dr: NE Halsey St - NE Glisan St	Multimodal roadway improvements	\$7,557,010	Preliminary engineering	State STP (100%)	2015	\$1,000,000	\$0	\$0	\$1,000,000
						Purchase right of way	State STP (100%)	2017	\$670,248	\$0	\$0	\$670,248
						Construction	State STP (100%)	2018	\$5,886,762	\$0	\$0	\$5,886,762
<b>70775 Total</b>									<b>\$7,557,010</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,557,010</b>
TBD	Multnomah County	70685	NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project	The project will design improvements to reduce the curvature of the road to allow for improved truck turning and bicycle and pedestrian facilities along NE 238th Drive between NE Halsey Street and NE Glisan Street in East Multnomah County.	\$1,114,454	Preliminary engineering	STP	2016	\$1,000,000	\$114,454	\$0	\$1,114,454
<b>70685 Total</b>									<b>\$1,000,000</b>	<b>\$114,454</b>	<b>\$0</b>	<b>\$1,114,454</b>
18801	Oregon City	70698	I-205 at SE Strawberry Lane Overcrossing	Increase vertical clearance of freeway crossing	\$3,273,337	Construction	JTA	2015	\$0	\$0	\$2,500,000	\$2,500,000
<b>70698 Total</b>									<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>
17270	Port of Portland	70007	40 Mile Loop: Blue Lake Park - Sundial Rd	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.	\$3,424,073	Preliminary engineering	STP	2015	\$1,155,580	\$132,261	\$0	\$1,287,841
						Construction	STP	2015	\$1,749,943	\$200,289	\$0	\$1,950,232
<b>70007 Total</b>									<b>\$2,905,523</b>	<b>\$332,550</b>	<b>\$0</b>	<b>\$3,238,073</b>
18837	Port of Portland	70778	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Intersection improvements	\$4,959,856	Preliminary engineering	State STP (100%)	2015	\$1,402,449	\$0	\$0	\$1,402,449
						Purchase right of way	State STP (100%)	2017	\$288,204	\$0	\$0	\$288,204
						Construction	State STP (100%)	2018	\$3,269,203	\$0	\$0	\$3,269,203
<b>70778 Total</b>									<b>\$4,959,856</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,959,856</b>
13502	Portland	70110	NE Columbia Blvd at MLK Jr. Blvd	Construction right turn lane sidewalk ADA ramps and planting strip	\$3,075,022	Construction	STP	2015	\$1,014,263	\$116,087	\$0	\$1,130,350
<b>70110 Total</b>									<b>\$1,014,263</b>	<b>\$116,087</b>	<b>\$0</b>	<b>\$1,130,350</b>
14407	Portland	70062	Springwater Trail: Various SE Intersections	Project would provide missing link of the Springwater trail between SE 19th Avenue and SE Umatilla Street in Southeast Portland.	\$828,853	Construction	HPP	2015	\$510,432	\$58,421	\$0	\$568,853
<b>70062 Total</b>									<b>\$510,432</b>	<b>\$58,421</b>	<b>\$0</b>	<b>\$568,853</b>

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
14409	Portland	70063	Marine Dr. Path: NE Ave-NE 185th Ave	Three segments of off-street path and one segment of on-street path with signal crossings	\$1,076,563	Construction	CMAQ	2015	\$715,653	\$81,910	\$0	\$797,563
<b>70063 Total</b>									<b>\$715,653</b>	<b>\$81,910</b>	<b>\$0</b>	<b>\$797,563</b>
16253	Portland	70642	Pedestrian Crossings at Four Schools (Portland)	Construct curb extensoins & ped refuge islands in the vacinity of 4 Portland schools	\$508,000	Purchase right of way	TAP Metro	2015	\$897	\$103	\$0	\$1,000
						Construction	TAP Metro	2015	\$320,336	\$36,664	\$0	\$357,000
<b>70642 Total</b>									<b>\$321,233</b>	<b>\$36,767</b>	<b>\$0</b>	<b>\$358,000</b>
17267	Portland	70004	Twenties Bikeway: NE Lombard - SE Crystal Springs	6.9 miles of bicycle boulevard improvements running north-to-south routed along the Northeast and Southeast Twenties blocks as through movements permit.	\$2,337,958	Construction	STP	2015	\$1,277,481	\$146,213	\$0	\$1,423,694
<b>70004 Total</b>									<b>\$1,277,481</b>	<b>\$146,213</b>	<b>\$0</b>	<b>\$1,423,694</b>
17268	Portland	70005	Red Electric Trail: SW Bertha - SW Vermont Sec	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trailan on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	\$2,886,982	Purchase right of way	STP	2015	\$180,360	\$20,643	\$0	\$201,003
						Construction	Local (COP)	2015	\$0	\$0	\$736,995	\$736,995
						Construction	CMAQ	2015	\$1,359,410	\$155,591	\$0	\$1,515,001
<b>70005 Total</b>									<b>\$1,539,770</b>	<b>\$176,234</b>	<b>\$736,995</b>	<b>\$2,452,999</b>
18021	Portland	70481	East Portland Active Transportation to Transit	Elevate transit bicycling and walking rates in East Portland by developing a bikeway network that connects to light rail and improving the pedestrian-transit connection with sidewalk infill and street crossing improvements.	\$4,472,306	Other (explain)	STP	2015	\$314,055	\$35,945	\$0	\$350,000
						Construction	STP	2015	\$3,008,945	\$344,387	\$0	\$3,353,332
<b>70481 Total</b>									<b>\$3,323,000</b>	<b>\$380,332</b>	<b>\$0</b>	<b>\$3,703,332</b>
18022	Portland	70482	Foster Road Streetscape: SE 50th - SE 84th	Design and construct priority elements of the Foster Road Transportation and Streetscape Plan (2003) along SE Foster Rd focusing on pedestrian and bicycle crossing safety and access to transit.	\$3,250,000	Construction	STP	2015	\$1,250,000	\$143,068	\$1,356,932	\$2,750,000
<b>70482 Total</b>									<b>\$1,250,000</b>	<b>\$143,068</b>	<b>\$1,356,932</b>	<b>\$2,750,000</b>
18023	Portland	70483	Burgard/Lombard @ North Time Oil Road Intersection	Intersection safety features to improve freight mobility safety and industrial land access by adding a turn lane bike lanes and sidewalks and increasing vehicle sight lines.	\$2,633,456	Construction	STP	2015	\$1,643,000	\$188,049	\$0	\$1,831,049
<b>70483 Total</b>									<b>\$1,643,000</b>	<b>\$188,049</b>	<b>\$0</b>	<b>\$1,831,049</b>
18308	Portland	70646	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Construct upgrade to traffic signal hardware communications and signal timing.	\$557,227	Construction	STP	2015	\$350,000	\$40,059	\$0	\$390,059
<b>70646 Total</b>									<b>\$350,000</b>	<b>\$40,059</b>	<b>\$0</b>	<b>\$390,059</b>
18416	Portland	70639	Springwater Trail Gap: SE Umatilla - SE 13th Ave	Construct a trail to close the existing gap in the trail sections.	\$1,278,581	Purchase right of way	CMAQ	2015	\$8,973	\$1,027	\$0	\$10,000
						Construction	CMAQ	2015	\$778,480	\$89,101	\$0	\$867,581
<b>70639 Total</b>									<b>\$787,453</b>	<b>\$90,128</b>	<b>\$0</b>	<b>\$877,581</b>
18814	Portland	70771	Connected Cully	Bicycle and pedestrian improvements.	\$2,994,624	Preliminary engineering	State STP (100%)	2015	\$207,191	\$0	\$0	\$207,191
						Purchase right of way	State STP (100%)	2017	\$807,332	\$0	\$0	\$807,332
						Construction	State STP (100%)	2018	\$1,980,101	\$0	\$0	\$1,980,101
<b>70771 Total</b>									<b>\$2,994,624</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,994,624</b>

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18818	Portland	70772	Downtown I-405 Ped Safety and Ops Imprvmts	Bike/pedestrian and operational improvements.	\$2,009,953	Preliminary engineering	State STP (100%)	2015	\$587,732	\$0	\$0	\$587,732
						Construction	State STP (100%)	2018	\$1,422,221	\$0	\$0	\$1,422,221
<b>70772 Total</b>									<b>\$2,009,953</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,009,953</b>
18819	Portland	70773	St Johns Truck Strategy Phase II	Freight mobility - bicycle and pedestrian safety improvements.	\$3,002,356	Preliminary engineering	State STP (100%)	2015	\$733,764	\$0	\$0	\$733,764
						Purchase right of way	State STP (100%)	2017	\$78,334	\$0	\$0	\$78,334
						Construction	State STP (100%)	2018	\$2,190,258	\$0	\$0	\$2,190,258
<b>70773 Total</b>									<b>\$3,002,356</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,002,356</b>
TBD	Portland	70675	East Portland Access to Employment and Education Multimodal Project	The project will build and improve sidewalks crossings bus stops bike facilities and other safety facilities in East Portland from east to 174th Avenue south of I84 to SE Foster Road.	\$9,213,195	Preliminary engineering	STP	2016	\$2,000,000	\$228,909	\$0	\$2,228,909
						Purchase right of way	STP	2017	\$500,000	\$57,227	\$0	\$557,227
						Construction	STP	2018	\$5,767,000	\$660,059	\$0	\$6,427,059
<b>70675 Total</b>									<b>\$8,267,000</b>	<b>\$946,195</b>	<b>\$0</b>	<b>\$9,213,195</b>
TBD	Portland	70676	OR 99W: SW 19th Avenue to SW 26th (Portland) Barbur Boulevard Demonstration	This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections along SW Barbur Boulevard.	\$1,999,331	Preliminary engineering	STP	2016	\$400,000	\$45,782	\$0	\$445,782
						Purchase right of way	STP	2017	\$100,000	\$11,445	\$0	\$111,445
						Construction	STP	2018	\$1,294,000	\$148,104	\$0	\$1,442,104
<b>70676 Total</b>									<b>\$1,794,000</b>	<b>\$205,331</b>	<b>\$0</b>	<b>\$1,999,331</b>
TBD	Portland	70677	Portland Central City Multimodal Safety Project	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	\$6,129,499	Planning	CMAQ	2015	\$250,000	\$28,614	\$0	\$278,614
						Preliminary engineering	CMAQ	2016	\$1,250,000	\$143,068	\$0	\$1,393,068
						Purchase right of way	CMAQ	2017	\$100,000	\$11,445	\$0	\$111,445
						Construction	CMAQ	2018	\$3,900,000	\$446,372	\$0	\$4,346,372
<b>70677 Total</b>									<b>\$5,500,000</b>	<b>\$629,499</b>	<b>\$0</b>	<b>\$6,129,499</b>
TBD	Portland	70678	South Rivergate Freight Project	The project will develop a circulation strategy and begin preliminary engineering and construction of freight improvements throughout the South Rivergate district in Portland.	\$3,590,772	Construction	STP	2017	\$3,222,000	\$368,772	\$0	\$3,590,772
<b>70678 Total</b>									<b>\$3,222,000</b>	<b>\$368,772</b>	<b>\$0</b>	<b>\$3,590,772</b>
TBD	Portland	70679	Southwest in Motion (SWIM)	The project will develop a 5-year active transportation implementation strategy for all of Southwest Portland.	\$303,132	Design option alternatives	STP	2015	\$272,000	\$31,132	\$0	\$303,132
<b>70679 Total</b>									<b>\$272,000</b>	<b>\$31,132</b>	<b>\$0</b>	<b>\$303,132</b>
TBD	Portland	70693	Foster Road: SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle Phase 2	The project will construct pedestrian bicycle and transit access improvements along SE Foster Road from SE Powell Boulevard to SE 90th Avenue.	\$2,299,565	Construction	STP	2016	\$2,063,400	\$236,165	\$0	\$2,299,565
<b>70693 Total</b>									<b>\$2,063,400</b>	<b>\$236,165</b>	<b>\$0</b>	<b>\$2,299,565</b>

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TBD	Portland	70694	N. Going to the Island Freight Project	The project will improve the safety and efficiency of the N Going Street corridor by implementing several intelligent transportation system (ITS) treatments.	\$557,227	Preliminary engineering	STP	2016	\$100,000	\$11,445	\$0	\$111,445
						Construction	STP	2017	\$400,000	\$45,782	\$0	\$445,782
									<b>\$500,000</b>	<b>\$57,227</b>	<b>\$0</b>	<b>\$557,227</b>
18318	PSU	70415	PORTAL Archived Data User Services	Support of archiving and analysis of real time highway traffic data by OTREC at PSU.	\$239,307	Other (explain)	CMAQ 100%	2015	\$100,000	\$0	\$0	\$100,000
						Other (explain)	STP	2015	\$125,000	\$14,307	\$0	\$139,307
									<b>\$225,000</b>	<b>\$14,307</b>	<b>\$0</b>	<b>\$239,307</b>
18026	Sherwood	70480	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.	\$5,230,092	Construction	CMAQ	2015	\$3,392,961	\$388,340	\$0	\$3,781,301
									<b>\$3,392,961</b>	<b>\$388,340</b>	<b>\$0</b>	<b>\$3,781,301</b>
17757	Tigard	70594	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit pedestrian amenities street lights.	\$2,225,000	Construction	STP	2015	\$684,424	\$78,335	\$849,291	\$1,612,050
									<b>\$684,424</b>	<b>\$78,335</b>	<b>\$849,291</b>	<b>\$1,612,050</b>
TBD	Tigard	70690	Fanno Creek Trail: Woodward Park to Bonita Road and 85th Avenue to Tualatin Brdg	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	\$4,847,877	Preliminary engineering	CMAQ	2016	\$700,000	\$80,118	\$0	\$780,118
						Construction	CMAQ	2017	\$3,650,000	\$417,759	\$0	\$4,067,759
									<b>\$4,350,000</b>	<b>\$497,877</b>	<b>\$0</b>	<b>\$4,847,877</b>
17273	Tualatin Hills PRD	70010	Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.	\$2,673,954	Construction	STP	2015	\$1,597,491	\$182,840	\$0	\$1,780,331
									<b>\$1,597,491</b>	<b>\$182,840</b>	<b>\$0</b>	<b>\$1,780,331</b>
TBD	Tualatin Hills PRD	70689	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.	\$891,564	Preliminary engineering	STP	2016	\$800,000	\$91,564	\$0	\$891,564
									<b>\$800,000</b>	<b>\$91,564</b>	<b>\$0</b>	<b>\$891,564</b>
17414	Washington County	70417	SW Oleson Road: Fanno Creek Bridge	Bridge Replacement (BR #671201) and project development for road realignment.	\$5,786,574	Construction	HPP	2015	\$538,380	\$61,620	\$0	\$600,000
						Construction	HBRR -85% ON/OFF	2015	\$2,692,007	\$308,112	\$0	\$3,000,119
									<b>\$3,230,387</b>	<b>\$369,732</b>	<b>\$0</b>	<b>\$3,600,119</b>
18317	Washington County	70654	Cornell Rd/Cornelius Pass Rd Adaptive System	Design expansion of adaptive traffic signal system; add bicycle detection.	\$445,781	Construction	OTHER	2015	\$0	\$0	\$334,336	\$334,336
									<b>\$0</b>	<b>\$0</b>	<b>\$334,336</b>	<b>\$334,336</b>
TBD	Washington County	70789	Grahams Ferry Rd to Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	\$2,376,017	Preliminary engineering	STP	2016	\$2,132,000	\$244,017	\$0	\$2,376,017
									<b>\$2,132,000</b>	<b>\$244,017</b>	<b>\$0</b>	<b>\$2,376,017</b>
TBD	Washington County	70691	Washington County Arterial Pedestrian Crossings	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road Baseline Road Cornell Road 185th and 170th Avenues.	\$708,793	Design option alternatives	STP	2015	\$136,000	\$15,566	\$0	\$151,566
						Preliminary engineering	STP	2016	\$500,000	\$57,227	\$0	\$557,227

Table 5.1 2015-18 Cities, Counties and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT	
		<b>70691 Total</b>											
14429	Wilsonville	70093	Kinsman Road: SW Boeckman to SW Barbur	This project would extend Kinsman Road from Barber Street on the south to Boeckman Road on the north.	\$12,448,000	Construction	OTHER	2017	\$636,000 \$0	\$72,793 \$0	\$0 \$10,070,764	\$708,793 \$10,070,764	
		<b>70093 Total</b>								\$0	\$0	\$10,070,764	\$10,070,764

Table 5.2 2015-18 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18017	Metro	70496	Metropolitan Mobility Funding Preparedness	These funds would be used to prepare consensus-based regional strategy and funding applications to more successfully compete against other metropolitan regions for state and federal funding targeted to mobility projects in metropolitan areas.	\$1,114,454	Other (explain)	STP	2015	\$1,000,000	\$114,454	\$0	\$1,114,454
<b>70496 Total</b>									<b>\$1,000,000</b>	<b>\$114,454</b>	<b>\$0</b>	<b>\$1,114,454</b>
18832	Metro	70774	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge	\$2,431,484	Preliminary engineering	State STP (100%)	2015	\$448,650	\$0	\$0	\$448,650
				Purchase right of way			OTHER	2017	\$0	\$0	\$20,000	\$20,000
				Construction			State STP (100%)	2018	\$1,131,861	\$0	\$830,973	\$1,962,834
<b>70774 Total</b>									<b>\$1,580,511</b>	<b>\$0</b>	<b>\$850,973</b>	<b>\$2,431,484</b>
18008	Metro	70490	Regional Planning 2015	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support	\$1,268,806	Planning	STP	2015	\$1,138,500	\$130,306	\$0	\$1,268,806
<b>70490 Total</b>									<b>\$1,138,500</b>	<b>\$130,306</b>	<b>\$0</b>	<b>\$1,268,806</b>
TBD	Metro	70669	Regional Planning	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support	\$1,307,302	Planning	STP	2016	\$1,173,042	\$134,260	\$0	\$1,307,302
					\$1,346,522	Planning	STP	2017	\$1,208,234	\$138,288	\$0	\$1,346,522
					\$1,386,917	Planning	STP	2018	\$1,244,481	\$142,436	\$0	\$1,386,917
<b>70669 Total</b>									<b>\$3,625,757</b>	<b>\$414,984</b>	<b>\$0</b>	<b>\$4,040,741</b>
TBD	Metro	70670	Transit Oriented Development Program	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	\$3,366,932	Other (explain)	STP	2016	\$3,021,148	\$345,784	\$0	\$3,366,932
					\$3,413,729	Other (explain)	STP	2017	\$3,063,139	\$350,590	\$0	\$3,413,729
					\$3,461,176	Other (explain)	STP	2018	\$3,105,713	\$355,463	\$0	\$3,461,176
<b>70670 Total</b>									<b>\$9,190,000</b>	<b>\$1,051,837</b>	<b>\$0</b>	<b>\$10,241,837</b>
18313	Metro	70650	Regional TSMO Program Administration 2015	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking.	\$66,867	Other (explain)	STP	2015	\$60,000	\$6,867	\$0	\$66,867
<b>70650 Total</b>									<b>\$60,000</b>	<b>\$6,867</b>	<b>\$0</b>	<b>\$66,867</b>
TBD	Metro	70671	Transportation System Management & Operations Program	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multi-modal mobility for people and goods.	\$1,697,417	Other (explain)	STP	2016	\$1,523,092	\$174,325	\$0	\$1,697,417
					\$1,723,554	Other (explain)	STP	2017	\$1,546,545	\$177,009	\$0	\$1,723,554
					\$1,750,098	Other (explain)	STP	2018	\$1,570,363	\$179,735	\$0	\$1,750,098
<b>70671 Total</b>									<b>\$4,640,000</b>	<b>\$531,069</b>	<b>\$0</b>	<b>\$5,171,069</b>
18014	Metro	70494	Regional Travel Options Program 2015	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices reduce pollution and improve mobility.	\$1,933,712	Other (explain)	STP	2015	\$1,735,120	\$198,592	\$0	\$1,933,712
<b>70494 Total</b>									<b>\$1,735,120</b>	<b>\$198,592</b>	<b>\$0</b>	<b>\$1,933,712</b>

Table 5.2 2015-18 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOE \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TBD	Metro	70672	Regional Travel Options Program	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices reduce pollution and improve mobility.	\$2,566,321	Other (explain)	STP	2016	\$2,302,760	\$263,561	\$0	\$2,566,321
					\$2,603,923		STP	2017	\$2,336,500	\$267,423	\$0	\$2,603,923
					\$2,642,082		STP	2018	\$2,370,740	\$271,342	\$0	\$2,642,082
		<b>70672 Total</b>							<b>\$7,010,000</b>	<b>\$802,326</b>	<b>\$0</b>	<b>\$7,812,326</b>
18016	Metro	70495	Corridor & Systems Planning 2015	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.	\$557,227	Planning	STP	2015	\$500,000	\$57,227	\$0	\$557,227
		<b>70495 Total</b>							<b>\$500,000</b>	<b>\$57,227</b>	<b>\$0</b>	<b>\$557,227</b>
TBD	Metro	70673	Corridor & Systems Planning	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.	\$565,504	Planning	STP	2016	\$507,427	\$58,077	\$0	\$565,504
					\$573,903	Planning	STP	2017	\$514,963	\$58,940	\$0	\$573,903
					\$582,425	Planning	STP	2018	\$522,610	\$59,815	\$0	\$582,425
		<b>70673 Total</b>							<b>\$1,545,000</b>	<b>\$176,832</b>	<b>\$0</b>	<b>\$1,721,832</b>
TBD	Metro	70695	Regional Freight Analysis and Project Development	Develop analysis tools and project strategies that support freight movement in the region.	\$557,227	Planning	STP	2016	\$500,000	\$57,227	\$0	\$557,227
		<b>70695 Total</b>							<b>\$500,000</b>	<b>\$57,227</b>	<b>\$0</b>	<b>\$557,227</b>

Table 5.3 2015-18 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOES)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18028	SMART	70501	SMART Preventive Maintenance FY15	Maintenance and Bus Fleet Replacement FY15	\$437,500	Other (explain)	5307	2015	\$350,000	\$87,500	\$0	\$437,500
<b>70501 Total</b>									<b>\$350,000</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$437,500</b>
TBD	SMART	70716	5307 Bus Capital & PM FY 16	Maintenance and Bus Fleet Replacement FY16	\$550,000	Transit	5307	2016	\$440,000	\$110,000	\$0	\$550,000
<b>70716 Total</b>									<b>\$440,000</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$550,000</b>
TBD	SMART	70717	5307 Bus Capital & PM FY 17	Maintenance and Bus Fleet Replacement FY17	\$600,000	Transit	5307	2017	\$480,000	\$120,000	\$0	\$600,000
<b>70717 Total</b>									<b>\$480,000</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$600,000</b>
TBD	SMART	70718	5307 Bus Capital & PM FY 18	Maintenance and Bus Fleet Replacement FY18	\$625,000	Transit	5307	2018	\$500,000	\$125,000	\$0	\$625,000
<b>70718 Total</b>									<b>\$500,000</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$625,000</b>
18030	SMART	70503	SMART Bus/Rail Transit Enhancements FY15	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	\$4,375	Other (explain)	5307	2015	\$3,500	\$875	\$0	\$4,375
<b>70503 Total</b>									<b>\$3,500</b>	<b>\$875</b>	<b>\$0</b>	<b>\$4,375</b>
TBD	SMART	70719	5307 FY16 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	\$5,500	Transit	5307	2016	\$4,400	\$1,100	\$0	\$5,500
<b>70719 Total</b>									<b>\$4,400</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$5,500</b>
TBD	SMART	70720	5307 FY17 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	\$6,000	Transit	5307	2017	\$4,800	\$1,200	\$0	\$6,000
<b>70720 Total</b>									<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$6,000</b>
TBD	SMART	70721	5307 FY18 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	\$6,250	Transit	5307	2018	\$5,000	\$1,250	\$0	\$6,250
<b>70721 Total</b>									<b>\$5,000</b>	<b>\$1,250</b>	<b>\$0</b>	<b>\$6,250</b>
TBD	SMART	70723	5310 FY15 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY15	\$36,777	Transit	5310 (89.73)	2015	\$33,000	\$3,777	\$0	\$36,777
<b>70723 Total</b>									<b>\$33,000</b>	<b>\$3,777</b>	<b>\$0</b>	<b>\$36,777</b>
TBD	SMART	70724	5310 FY16 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY16	\$40,120	Transit	5310 (89.73)	2016	\$36,000	\$4,120	\$0	\$40,120
<b>70724 Total</b>									<b>\$36,000</b>	<b>\$4,120</b>	<b>\$0</b>	<b>\$40,120</b>
TBD	SMART	70725	5310 FY17 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY17	\$43,464	Transit	5310 (89.73)	2017	\$39,000	\$4,464	\$0	\$43,464
<b>70725 Total</b>									<b>\$39,000</b>	<b>\$4,464</b>	<b>\$0</b>	<b>\$43,464</b>
TBD	SMART	70726	5310 FY18 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY18	\$45,693	Transit	5310 (89.73)	2018	\$41,000	\$4,693	\$0	\$45,693
<b>70726 Total</b>									<b>\$41,000</b>	<b>\$4,693</b>	<b>\$0</b>	<b>\$45,693</b>
TBD	SMART	70728	5339 FY15 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY15)	\$68,750	Transit	5339 FTA Alt Analysis	2015	\$55,000	\$13,750	\$0	\$68,750
<b>70728 Total</b>									<b>\$55,000</b>	<b>\$13,750</b>	<b>\$0</b>	<b>\$68,750</b>
TBD	SMART	70729	5339 FY16 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY16)	\$75,000	Transit	5339 FTA Alt Analysis	2016	\$60,000	\$15,000	\$0	\$75,000
<b>70729 Total</b>									<b>\$60,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$75,000</b>
TBD	SMART	70730	5339 FY17 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY17)	\$81,250	Transit	5339 FTA Alt Analysis	2017	\$65,000	\$16,250	\$0	\$81,250
<b>70730 Total</b>									<b>\$65,000</b>	<b>\$16,250</b>	<b>\$0</b>	<b>\$81,250</b>
TBD	SMART	70731	5339 FY18 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY18)	\$87,500	Transit	5339 FTA Alt Analysis	2018	\$70,000	\$17,500	\$0	\$87,500
<b>70731 Total</b>									<b>\$70,000</b>	<b>\$17,500</b>	<b>\$0</b>	<b>\$87,500</b>
19054	SMART	70702	Wilsonville SMART Employer Program - 2015	TDM strategies to manage congestion and reduce air pollution	\$82,923	Other (explain)	STP	2015	\$74,407	\$8,516	\$0	\$82,923
<b>70702 Total</b>									<b>\$74,407</b>	<b>\$8,516</b>	<b>\$0</b>	<b>\$82,923</b>
18704	TriMet	70637	2015 TriMet Bus and Bus Facilities	Replace rehabilitate purchase buses and related equipment	\$28,625,000	Other (explain)	5339 FTA Alt Analysis	2015	\$2,900,000	\$725,000	\$0	\$3,625,000
<b>70637 Total</b>									<b>\$2,900,000</b>	<b>\$725,000</b>	<b>\$25,000,000</b>	<b>\$28,625,000</b>
TBD	TriMet	70732	Bus Purchase (5339 Funds)	Bus Purchase	\$28,961,135	Transit	5339 FTA Alt Analysis	2016	\$3,168,908	\$792,227	\$25,000,000	\$28,961,135
<b>70732 Total</b>									<b>\$3,168,908</b>	<b>\$792,227</b>	<b>\$25,000,000</b>	<b>\$28,961,135</b>
TBD	TriMet	70733	Bus Purchase (5339 Funds)	Bus Purchase	\$29,079,970	Transit	5339 FTA Alt Analysis	2017	\$3,263,976	\$815,994	\$25,000,000	\$29,079,970
<b>70733 Total</b>									<b>\$3,263,976</b>	<b>\$815,994</b>	<b>\$25,000,000</b>	<b>\$29,079,970</b>
TBD	TriMet	70734	Bus Purchase (5339 Funds)	Bus Purchase	\$29,202,369	Transit	5339 FTA Alt Analysis	2018	\$3,361,895	\$840,474	\$25,000,000	\$29,202,369
<b>70734 Total</b>									<b>\$3,361,895</b>	<b>\$840,474</b>	<b>\$25,000,000</b>	<b>\$29,202,369</b>

Table 5.3 2015-18 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOES)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18039	TriMet	70525	Bus & Rail Preventive Maintenance (FY15)	Capital Maintenance For Bus And Rail	\$47,053,580	Other (explain)	5307	2015	\$37,642,864	\$9,410,716	\$0	\$47,053,580
<b>70525 Total</b>									<b>\$37,642,864</b>	<b>\$9,410,716</b>	<b>\$0</b>	<b>\$47,053,580</b>
TBD	TriMet	70735	FY16 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail	\$47,053,580	Transit	5307	2016	\$37,642,864	\$9,410,716	\$0	\$47,053,580
<b>70735 Total</b>									<b>\$37,642,864</b>	<b>\$9,410,716</b>	<b>\$0</b>	<b>\$47,053,580</b>
TBD	TriMet	70736	FY17 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail	\$48,324,026	Transit	5307	2017	\$38,659,221	\$9,664,805	\$0	\$48,324,026
<b>70736 Total</b>									<b>\$38,659,221</b>	<b>\$9,664,805</b>	<b>\$0</b>	<b>\$48,324,026</b>
TBD	TriMet	70737	FY18 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail	\$48,734,640	Transit	5307	2018	\$38,987,712	\$9,746,928	\$0	\$48,734,640
<b>70737 Total</b>									<b>\$38,987,712</b>	<b>\$9,746,928</b>	<b>\$0</b>	<b>\$48,734,640</b>
18051	TriMet	70517	TriMet Bus/Rail Transit Enhancements (FY15)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage	\$474,211	Other (explain)	5307	2015	\$379,369	\$94,842	\$0	\$474,211
<b>70517 Total</b>									<b>\$379,369</b>	<b>\$94,842</b>	<b>\$0</b>	<b>\$474,211</b>
TBD	TriMet	70738	FY16 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities	\$470,536	Transit	5307	2016	\$376,429	\$94,107	\$0	\$470,536
<b>70738 Total</b>									<b>\$376,429</b>	<b>\$94,107</b>	<b>\$0</b>	<b>\$470,536</b>
TBD	TriMet	70739	FY17 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities	\$483,240	Transit	5307	2017	\$386,592	\$96,648	\$0	\$483,240
<b>70739 Total</b>									<b>\$386,592</b>	<b>\$96,648</b>	<b>\$0</b>	<b>\$483,240</b>
TBD	TriMet	70740	FY18 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities	\$487,346	Transit	5307	2018	\$389,877	\$97,469	\$0	\$487,346
<b>70740 Total</b>									<b>\$389,877</b>	<b>\$97,469</b>	<b>\$0</b>	<b>\$487,346</b>
18041	TriMet	70527	Rail Preventive Maintenance (FY15)	Capital Maintenance For Rail	\$52,325,000	Other (explain)	5337	2015	\$18,500,000	\$4,625,000	\$0	\$23,125,000
<b>70527 Total</b>									<b>\$18,500,000</b>	<b>\$4,625,000</b>	<b>\$29,200,000</b>	<b>\$29,200,000</b>
TBD	TriMet	70741	FY16 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail	\$51,925,000	Transit	5337	2016	\$18,180,000	\$4,545,000	\$29,200,000	\$51,925,000
<b>70741 Total</b>									<b>\$18,180,000</b>	<b>\$4,545,000</b>	<b>\$29,200,000</b>	<b>\$51,925,000</b>
TBD	TriMet	70742	FY17 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail	\$52,193,675	Transit	5337	2017	\$18,394,940	\$4,598,735	\$29,200,000	\$52,193,675
<b>70742 Total</b>									<b>\$18,394,940</b>	<b>\$4,598,735</b>	<b>\$29,200,000</b>	<b>\$52,193,675</b>
TBD	TriMet	70743	FY18 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail	\$57,537,406	Transit	5337	2018	\$22,669,925	\$5,667,481	\$29,200,000	\$57,537,406
<b>70743 Total</b>									<b>\$22,669,925</b>	<b>\$5,667,481</b>	<b>\$29,200,000</b>	<b>\$57,537,406</b>
18454	TriMet	70628	2015 State of Good Repair Program	Maintain and refurbish light rail vehicles tracking and stations	\$731,250	Other (explain)	5337	2015	\$585,000	\$146,250	\$0	\$731,250
<b>70628 Total</b>									<b>\$585,000</b>	<b>\$146,250</b>	<b>\$0</b>	<b>\$731,250</b>
TBD	TriMet	70744	2016 State of Good Repair Program	Capital Maintenance For Bus And Rail	\$412,500	Transit	5337	2016	\$330,000	\$82,500	\$0	\$412,500
<b>70744 Total</b>									<b>\$330,000</b>	<b>\$82,500</b>	<b>\$0</b>	<b>\$412,500</b>
TBD	TriMet	70745	2017 State of Good Repair Program	Capital Maintenance For Bus And Rail	\$425,000	Transit	5337	2017	\$340,000	\$85,000	\$0	\$425,000
<b>70745 Total</b>									<b>\$340,000</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$425,000</b>
TBD	TriMet	70746	2018 State of Good Repair Program	Capital Maintenance For Bus And Rail	\$437,500	Transit	5337	2018	\$350,000	\$87,500	\$0	\$437,500
<b>70746 Total</b>									<b>\$350,000</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$437,500</b>
18049	TriMet	70515	2015 Trimet Enhance Mobility Program	Services And Facility Improvements In Excess Of Ada Requirements	\$3,862,500	Other (explain)	5310 (50/50)	2015	\$1,931,250	\$1,931,250	\$0	\$3,862,500
<b>70515 Total</b>									<b>\$1,931,250</b>	<b>\$1,931,250</b>	<b>\$0</b>	<b>\$3,862,500</b>
TBD	TriMet	70747	2016 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require	\$2,216,858	Transit	5310 (89.73)	2016	\$1,989,187	\$227,671	\$0	\$2,216,858
<b>70747 Total</b>									<b>\$1,989,187</b>	<b>\$227,671</b>	<b>\$0</b>	<b>\$2,216,858</b>
TBD	TriMet	70748	2017 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require	\$2,283,365	Transit	5310 (89.73)	2017	\$2,048,863	\$234,502	\$0	\$2,283,365
<b>70748 Total</b>									<b>\$2,048,863</b>	<b>\$234,502</b>	<b>\$0</b>	<b>\$2,283,365</b>
TBD	TriMet	70749	2018 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require	\$2,351,867	Transit	5310 (89.73)	2018	\$2,110,330	\$241,537	\$0	\$2,351,867
<b>70749 Total</b>									<b>\$2,110,330</b>	<b>\$241,537</b>	<b>\$0</b>	<b>\$2,351,867</b>
18055	TriMet	70521	Portland to Milwaukie Light Rail (FY15)	Capital Project	\$200,000,000	Other (explain)	5309 (50/50)	2015	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>70521 Total</b>									<b>\$100,000,000</b>	<b>\$100,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>

Table 5.3 2015-18 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOES)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TBD	TriMet	70750	Portland to Milwaukie Light Rail (FY16)	Capital Project	\$200,000,000	Transit	5309 (50/50)	2016	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>70750 Total</b>									<b>\$100,000,000</b>	<b>\$100,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>
TBD	TriMet	70751	Portland to Milwaukie Light Rail (FY17)	Capital Project	\$200,000,000	Transit	5309 (50/50)	2017	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>70751 Total</b>									<b>\$100,000,000</b>	<b>\$100,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>
TBD	TriMet	70752	Portland to Milwaukie Light Rail (FY18)	Capital Project	\$200,000,000	Transit	5309 (50/50)	2018	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>70752 Total</b>									<b>\$100,000,000</b>	<b>\$100,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>
18010	TriMet	70492	2015 TriMet Preventative Maintenance (TOD)	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	\$3,315,502	Other (explain)	STP	2015	\$2,975,000	\$340,502	\$0	\$3,315,502
<b>70492 Total</b>									<b>\$2,975,000</b>	<b>\$340,502</b>	<b>\$0</b>	<b>\$3,315,502</b>
18838	TriMet	70779	OR99W: Corridor Safety and Access to Transit	Improve safety active transportation access and transit operations	\$3,568,999	Preliminary engineering	State STP (100%)	2015	\$620,509	\$0	\$71,020	\$691,529
						Purchase right of way	State STP (100%)	2017	\$132,221	\$0	\$15,133	\$147,354
						Construction	State STP (100%)	2018	\$2,482,036	\$0	\$248,080	\$2,730,116
<b>70779 Total</b>									<b>\$3,234,766</b>	<b>\$0</b>	<b>\$334,233</b>	<b>\$3,568,999</b>
18839	TriMet	70780	OR8 Corridor Safety and Access to Transit	Improve safety active transportation access and transit operations	\$1,614,000	Preliminary engineering	State STP (100%)	2015	\$289,648	\$0	\$33,152	\$322,800
						Construction	State STP (100%)	2018	\$1,158,594	\$0	\$132,606	\$1,291,200
<b>70780 Total</b>									<b>\$1,448,242</b>	<b>\$0</b>	<b>\$165,758</b>	<b>\$1,614,000</b>
18840	TriMet	70781	Powell-Division Corridor Safety & Access to Transit	Improve safety active transportation access and transit operations	\$2,800,000	Preliminary engineering	State STP (100%)	2015	\$502,488	\$0	\$57,512	\$560,000
						Construction	State STP (100%)	2017	\$2,009,952	\$0	\$230,048	\$2,240,000
<b>70781 Total</b>									<b>\$2,512,440</b>	<b>\$0</b>	<b>\$287,560</b>	<b>\$2,800,000</b>
18043	TriMet	70529	2015 Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	\$16,716,817	Other (explain)	CMAQ	2015	\$9,300,000	\$1,064,427	\$0	\$10,364,427
<b>70529 Total</b>									<b>\$9,300,000</b>	<b>\$1,064,427</b>	<b>\$0</b>	<b>\$10,364,427</b>
18045	TriMet	70511	2015 TriMet Rail Prev Maint (Reg Transit Bond Pmt)	Capital Maintenance for Bus and Rail		Other (explain)	STP	2015	\$5,000,000	\$572,272	\$0	\$5,572,272
<b>70511 Total</b>									<b>\$5,000,000</b>	<b>\$572,272</b>	<b>\$0</b>	<b>\$5,572,272</b>
18047	TriMet	70513	2015 Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.		Other (explain)	CMAQ	2015	\$700,000	\$80,118	\$0	\$780,118
<b>70513 Total</b>									<b>\$700,000</b>	<b>\$80,118</b>	<b>\$0</b>	<b>\$780,118</b>
TBD	TriMet	70715	High Capacity Transit Bond - 2016	Funding for development and construction of the region's high capacity transit system.	\$17,831,271	Other (explain)	STP	2016	\$5,000,000	\$572,272	\$0	\$5,572,272
						Other (explain)	CMAQ	2016	\$11,000,000	\$1,258,999	\$0	\$12,258,999
<b>70715 Total</b>									<b>\$16,000,000</b>	<b>\$1,831,271</b>	<b>\$0</b>	<b>\$17,831,271</b>
TBD	TriMet	70796	High Capacity Transit Bond - 2017	Funding for the regional long term commitment to pay for development of the high capacity transit (HCT) system.	\$17,831,271	Other (explain)	STP	2017	\$5,000,000	\$572,272	\$0	\$5,572,272
						Other (explain)	CMAQ	2017	\$11,000,000	\$1,258,999	\$0	\$12,258,999
<b>70796 Total</b>									<b>\$16,000,000</b>	<b>\$1,831,271</b>	<b>\$0</b>	<b>\$17,831,271</b>

Table 5.3 2015-18 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (YOES)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TBD	TriMet	70797	High Capacity Transit Bond - 2018	Funding for the regional long term commitment to pay for development of the high capacity transit (HCT) system.	\$17,831,271	Other (explain)	STP	2018	\$5,000,000	\$572,272	\$0	\$5,572,272
						Other (explain)	CMAQ	2018	\$11,000,000	\$1,258,999	\$0	\$12,258,999
		<b>70797 Total</b>							<b>\$16,000,000</b>	<b>\$1,831,271</b>	<b>\$0</b>	<b>\$17,831,271</b>

Table 5.4 2015-18 Oregon Department of Transportation Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (Yoe \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
16150	ODOT	70380	OR213: Intersection Improvements Couch - Division	Intersection/signal upgrade; access management; install median curbs on Stark and Washington	\$3,507,546	Other (explain)	HSIP	2015	\$27,666	\$2,334	\$0	\$30,000
						Construction	HSIP	2015	\$2,340,544	\$197,456	\$0	\$2,538,000
		<b>70380 Total</b>							<b>\$2,368,210</b>	<b>\$199,790</b>	<b>\$0</b>	<b>\$2,568,000</b>
17521	ODOT	70472	FFO OR99W: Tualatin River Bridge #01417S Rehab	Rehab Bridge #01417S	\$3,125,000	Construction	HBRR -85% ON/OFF	2015	\$2,502,570	\$286,430	\$0	\$2,789,000
		<b>70472 Total</b>							<b>\$2,502,570</b>	<b>\$286,430</b>	<b>\$0</b>	<b>\$2,789,000</b>
17541	ODOT	70442	FFO I-84 @ Troutdale Interchange (Marine Drive)	Interchange Improvements	\$29,789,776	Other (explain)	STP	2015	\$7,250,000	\$829,795	\$0	\$8,079,795
		<b>70442 Total</b>							<b>\$7,250,000</b>	<b>\$829,795</b>	<b>\$0</b>	<b>\$8,079,795</b>
17697	ODOT	70554	2014 & 2015 Signal Upgrades	Signal Upgrades	\$812,600	Construction	BIKEWAYS	2015	\$46,660	\$0	\$0	\$46,660
						Construction	State STP (L240)	2015	\$640,672	\$73,328	\$0	\$714,000
		<b>70554 Total</b>							<b>\$687,332</b>	<b>\$73,328</b>	<b>\$0</b>	<b>\$760,660</b>
17700	ODOT	70557	Slides/Rockfalls - Rockfall Investigations	Investigate Rockfall Issues	\$100,000	Preliminary engineering	State STP (L240)	2015	\$89,730	\$10,270	\$0	\$100,000
		<b>70557 Total</b>							<b>\$89,730</b>	<b>\$10,270</b>	<b>\$0</b>	<b>\$100,000</b>
17704	ODOT	70474	OR8 (TV Highway): SW 185th Ave	Install traffic separators; add right turn lane & advance sig head	\$4,948,000	Construction	BIKEWAYS	2015	\$0	\$0	\$6,000	\$6,000
						Construction	OTHER	2015	\$0	\$0	\$500,000	\$500,000
						Construction	HSIP	2015	\$3,390,929	\$286,071	\$0	\$3,677,000
		<b>70474 Total</b>							<b>\$3,390,929</b>	<b>\$286,071</b>	<b>\$506,000</b>	<b>\$4,183,000</b>
17707	ODOT	70560	OR 213 (82nd Ave): Sandy Blvd	Improve Intersection Include Advance Signal Head/Countdown Ped Signals & Imp Signing	\$925,000	Construction	HSIP	2015	\$555,164	\$46,836	\$0	\$602,000
		<b>70560 Total</b>							<b>\$555,164</b>	<b>\$46,836</b>	<b>\$0</b>	<b>\$602,000</b>
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	\$1,228,000	Purchase right of way	HSIP	2015	\$165,996	\$14,004	\$0	\$180,000
						Other (explain)	HSIP	2015	\$11,989	\$1,011	\$0	\$13,000
						Construction	HSIP	2015	\$705,483	\$59,517	\$0	\$765,000
		<b>70561 Total</b>							<b>\$883,468</b>	<b>\$74,532</b>	<b>\$0</b>	<b>\$958,000</b>
18003	ODOT	70486	OR8 & OR47: Pacific Ave & Quince St (Forest Grove)	This project will reduce freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and improves pedestrian safety by adding a pedestrian crossing where currently none exist.	\$1,462,166	Purchase right of way	STP	2015	\$366,098	\$41,902	\$0	\$408,000
						Construction	STP	2015	\$618,294	\$70,767	\$0	\$689,061
		<b>70486 Total</b>							<b>\$984,392</b>	<b>\$112,669</b>	<b>\$0</b>	<b>\$1,097,061</b>
18316	ODOT	70653	Regional ITS Communications Infrastructure (ODOT)	Complete gaps and deficiencies identified in the region ITS communications Plan	\$590,661	Construction	STP	2015	\$530,000	\$60,661	\$0	\$590,661
		<b>70653 Total</b>							<b>\$530,000</b>	<b>\$60,661</b>	<b>\$0</b>	<b>\$590,661</b>
18563	ODOT	70753	US26: Ross Island Intchg NB Conn Deck Overlay	Deck overlay/joints Bridge 08194	\$1,261,000	Construction	NHPP (M001)	2016	\$953,830	\$109,170	\$0	\$1,063,000
		<b>70753 Total</b>							<b>\$953,830</b>	<b>\$109,170</b>	<b>\$0</b>	<b>\$1,063,000</b>
18564	ODOT	70754	I-5 Bridge Over NE Hassalo & NE Holladay	Deck overlay/joints/end panels - Bridge 08583	\$2,432,000	Preliminary engineering	NHPP (M001)	2015	\$343,666	\$39,334	\$0	\$383,000
						Construction	NHPP (M001)	2016	\$1,838,568	\$210,432	\$0	\$2,049,000
		<b>70754 Total</b>							<b>\$2,182,234</b>	<b>\$249,766</b>	<b>\$0</b>	<b>\$2,432,000</b>
18573	ODOT	70755	I-5: Morrison Interchange Ramps Deck Seal	Deck seal Br 08589A and 08589B	\$1,008,000	Preliminary engineering	NHPP (M001)	2015	\$143,568	\$16,432	\$0	\$160,000
						Construction	NHPP (M001)	2017	\$760,910	\$87,090	\$0	\$848,000
		<b>70755 Total</b>							<b>\$904,478</b>	<b>\$103,522</b>	<b>\$0</b>	<b>\$1,008,000</b>

Table 5.4 2015-18 Oregon Department of Transportation Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (Yoe \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18757	ODOT	70756	OR213 Operational Improvements	Signal upgrades	\$5,093,075	Planning	State STP (100%)	2015	\$2,692	\$0	\$0	\$2,692
						Preliminary engineering	State STP (100%)	2015	\$945,754	\$0	\$0	\$945,754
						Purchase right of way	State STP (100%)	2016	\$358,920	\$0	\$0	\$358,920
						Other (explain)	State STP (100%)	2016	\$57,427	\$0	\$0	\$57,427
						Construction	State STP (100%)	2017	\$3,728,282	\$0	\$0	\$3,728,282
<b>70756 Total</b>									<b>\$5,093,075</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,093,075</b>
18758	ODOT	70757	OR8 Operational Improvements	Signal upgrades	\$865,446	Preliminary engineering	State STP (100%)	2015	\$148,503	\$0	\$0	\$148,503
						Purchase right of way	State STP (100%)	2016	\$121,136	\$0	\$0	\$121,136
						Construction	State STP (100%)	2017	\$595,807	\$0	\$0	\$595,807
<b>70757 Total</b>									<b>\$865,446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$865,446</b>
18759	ODOT	70758	OR99E Railroad Tunnel Illumination	Illumination upgrades	\$1,740,762	Preliminary engineering	State STP (100%)	2016	\$406,477	\$0	\$0	\$406,477
						Construction	State STP (100%)	2018	\$1,334,285	\$0	\$0	\$1,334,285
<b>70758 Total</b>									<b>\$1,740,762</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,740,762</b>
18760	ODOT	70759	I-5: N Denver Ave NB Tunnel Illumination	Illumination upgrades	\$296,026	Preliminary engineering	State STP (100%)	2016	\$69,165	\$0	\$0	\$69,165
						Construction	State STP (100%)	2018	\$226,861	\$0	\$0	\$226,861
<b>70759 Total</b>									<b>\$296,026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$296,026</b>
18761	ODOT	70760	OR217: SW Allen Blvd & SW Denny Rd Intrchgs	Illumination upgrades	\$183,946	Preliminary engineering	State STP (100%)	2017	\$43,070	\$0	\$0	\$43,070
						Construction	State STP (100%)	2017	\$140,876	\$0	\$0	\$140,876
<b>70760 Total</b>									<b>\$183,946</b>	<b>\$0</b>	<b>\$0</b>	<b>\$183,946</b>
18772	ODOT	70761	OR212: SE Richey Rd - US26	3R Pavement preservation	\$2,666,000	Preliminary engineering	NHPP (M001)	2015	\$241,374	\$27,626	\$0	\$269,000
						Purchase right of way	NHPP (M001)	2017	\$143,568	\$16,432	\$0	\$160,000
						Construction	NHPP (M001)	2018	\$2,007,260	\$229,740	\$0	\$2,237,000
<b>70761 Total</b>									<b>\$2,392,202</b>	<b>\$273,798</b>	<b>\$0</b>	<b>\$2,666,000</b>
18776	ODOT	70711	OR99E: SE Harold St - SE Harrison St	3R Pavement Preservation	\$2,397,000	Preliminary engineering	NHPP (M001)	2015	\$143,568	\$16,432	\$0	\$160,000
						Construction	NHPP (M001)	2017	\$2,007,260	\$229,740	\$0	\$2,237,000
<b>70711 Total</b>									<b>\$2,150,828</b>	<b>\$246,172</b>	<b>\$0</b>	<b>\$2,397,000</b>
18778	ODOT	70708	US30: NW McNamee Rd - NW Bridge Ave	3R Pavement Preservation	\$6,491,000	Preliminary engineering	NHPP (M001)	2015	\$276,368	\$31,632	\$0	\$308,000
						Other (explain)	NHPP (M001)	2017	\$26,919	\$3,081	\$0	\$30,000
						Construction	NHPP (M001)	2017	\$5,521,087	\$631,913	\$0	\$6,153,000
<b>70708 Total</b>									<b>\$5,824,374</b>	<b>\$666,626</b>	<b>\$0</b>	<b>\$6,491,000</b>
18779	ODOT	70709	OR213: SE Lindy St - SE King Rd	3R Pavement Preservation	\$2,500,000	Preliminary engineering	NHPP (M001)	2015	\$269,190	\$30,810	\$0	\$300,000
						Construction	NHPP (M001)	2017	\$1,974,060	\$225,940	\$0	\$2,200,000
<b>70709 Total</b>									<b>\$2,243,250</b>	<b>\$256,750</b>	<b>\$0</b>	<b>\$2,500,000</b>
18785	ODOT	70710	US26 MP 1.81 - MP 24.61	Systematic safety improvements including signing signals and striping	\$1,406,250	Preliminary engineering	HSIP	2015	\$302,597	\$25,528	\$0	\$328,125
						Construction	HSIP	2016	\$994,247	\$83,878	\$0	\$1,078,125
<b>70710 Total</b>									<b>\$1,296,844</b>	<b>\$109,406</b>	<b>\$0</b>	<b>\$1,406,250</b>
18787	ODOT	70762	OR213: NE Couch St - SE Pine Street	Signal and ADA improvements	\$1,140,726	Preliminary engineering	HSIP	2015	\$232,205	\$19,590	\$0	\$251,795
						Purchase right of way	HSIP	2016	\$47,590	\$4,015	\$0	\$51,605
						Other (explain)	HSIP	2016	\$9,222	\$778	\$0	\$10,000
						Construction	HSIP	2017	\$762,960	\$64,366	\$0	\$827,326
<b>70762 Total</b>									<b>\$1,051,977</b>	<b>\$88,749</b>	<b>\$0</b>	<b>\$1,140,726</b>

Table 5.4 2015-18 Oregon Department of Transportation Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (Yoe \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18788	ODOT	70763	OR213: SE Clay St - SE Mill St	Signal and pedestrian improvements	\$1,087,929	Preliminary engineering	HSIP	2015	\$223,417	\$18,848	\$0	\$242,265
						Purchase right of way	HSIP	2016	\$40,829	\$3,444	\$0	\$44,273
						Other (explain)	HSIP	2016	\$13,833	\$1,167	\$0	\$15,000
						Construction	HSIP	2017	\$725,210	\$61,181	\$0	\$786,391
									<b>\$1,003,289</b>	<b>\$84,640</b>	<b>\$0</b>	<b>\$1,087,929</b>
18791	ODOT	70764	OR8 at OR219 (Hillsboro)	Systematic safety improvements	\$500,000	Preliminary engineering	HSIP	2015	\$138,330	\$11,670	\$0	\$150,000
						Construction	HSIP	2016	\$322,770	\$27,230	\$0	\$350,000
									<b>\$461,100</b>	<b>\$38,900</b>	<b>\$0</b>	<b>\$500,000</b>
18793	ODOT	70765	OR8 at SE 44th and SE 45th Ave	Pedestrian Safety Enhancements	\$504,001	Preliminary engineering	HSIP	2015	\$108,359	\$9,142	\$0	\$117,501
						Purchase right of way	HSIP	2016	\$10,605	\$895	\$0	\$11,500
						Construction	HSIP	2016	\$345,825	\$29,175	\$0	\$375,000
									<b>\$464,789</b>	<b>\$39,212</b>	<b>\$0</b>	<b>\$504,001</b>
18794	ODOT	70766	OR8: MP 1.5 - MP 16.67	Systematic safety improvements	\$1,875,002	Preliminary engineering	HSIP	2015	\$403,463	\$34,038	\$0	\$437,501
						Construction	HSIP	2017	\$1,325,663	\$111,838	\$0	\$1,437,501
									<b>\$1,729,126</b>	<b>\$145,876</b>	<b>\$0</b>	<b>\$1,875,002</b>
18795	ODOT	70713	US26: SE 20th Ave - 33rd Ave	Crosswalk signals RF Beacons striping signing ADA upgrades & illumination	\$3,407,655	Preliminary engineering	HSIP	2015	\$455,751	\$38,449	\$0	\$494,200
						Purchase right of way	HSIP	2016	\$66,219	\$5,586	\$0	\$71,805
						Construction	HSIP	2017	\$2,620,570	\$221,080	\$0	\$2,841,650
									<b>\$3,142,540</b>	<b>\$265,115</b>	<b>\$0</b>	<b>\$3,407,655</b>
18796	ODOT	70712	US30B: NE 103rd - 107th Ave	Add left turn lane upgrade signal ADA improvements & remove median	\$504,000	Planning	HSIP	2015	\$4,611	\$389	\$0	\$5,000
						Preliminary engineering	HSIP	2015	\$145,708	\$12,292	\$0	\$158,000
						Purchase right of way	HSIP	2015	\$9,222	\$778	\$0	\$10,000
						Construction	HSIP	2016	\$305,248	\$25,752	\$0	\$331,000
									<b>\$464,789</b>	<b>\$39,211</b>	<b>\$0</b>	<b>\$504,000</b>
18804	ODOT	70767	I-205: Johnson Creek - Glenn Jackson Bridge	Pavement preservation/Single lift inlay	\$11,305,249	Preliminary engineering	NHPP (M001)	2016	\$461,100	\$52,775	\$0	\$513,875
						Construction	NHPP (M001)	2018	\$9,683,100	\$1,108,274	\$0	\$10,791,374
									<b>\$10,144,200</b>	<b>\$1,161,049</b>	<b>\$0</b>	<b>\$11,305,249</b>
18806	ODOT	70768	US26: Cornelius Pass Rd - NW 185th Ave	Design for adding a travel lane in each direction	\$19,418,595	Preliminary engineering	OTHER	2015	\$0	\$0	\$205,400	\$205,400
						Preliminary engineering	State STP (L240)	2015	\$1,794,600	\$205,400	\$0	\$2,000,000
						Other (explain)	State STP (100%)	2017	\$8,000,000	\$0	\$0	\$8,000,000
						Construction	STP	2018	\$8,267,000	\$946,195	\$0	\$9,213,195
									<b>\$18,061,600</b>	<b>\$1,151,595</b>	<b>\$205,400</b>	<b>\$19,418,595</b>
18835	ODOT	70776	I-5: NB Lower Boones Ferry Exit Ramp	Widen exit ramp	\$1,129,167	Construction	State STP (100%)	2017	\$1,129,167	\$0	\$0	\$1,129,167
									<b>\$1,129,167</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,129,167</b>
18836	ODOT	70777	I-5: SB Aux Lane at Lower Boones Ferry Rd	Auxillary lane between SB exit ramp and SB entrance ramp	\$3,953,303	Construction	State STP (100%)	2017	\$3,953,303	\$0	\$0	\$3,953,303
									<b>\$3,953,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,953,303</b>
18841	ODOT	70782	OR217: Allen-Denney Southbound Split Diamond	Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp	\$6,025,313	Preliminary engineering	OTHER	2015	\$0	\$0	\$84,442	\$84,442
						Preliminary engineering	State STP (L240)	2015	\$737,781	\$84,442	\$0	\$822,223
						Construction	State STP (L240)	2017	\$4,592,963	\$525,685	\$0	\$5,118,648
									<b>\$5,330,744</b>	<b>\$610,127</b>	<b>\$84,442</b>	<b>\$6,025,313</b>
19070	ODOT	70783	I-205: I-84 - SE Stark/Washington Street	Design for an auxiliary lane project	\$681,099	Preliminary engineering	State STP (100%)	2016	\$681,099	\$0	\$0	\$681,099
									<b>\$681,099</b>	<b>\$0</b>	<b>\$0</b>	<b>\$681,099</b>

Table 5.4 2015-18 Oregon Department of Transportation Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	DESCRIPTION	ESTIMATED PROJECT COST (Yoe \$)	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
19071	ODOT	70784	I-5 Rose Quarter Development	Develop a project for future construction funding	\$1,459,499	Preliminary engineering	State STP (100%)	2016	\$1,459,499	\$0	\$0	\$1,459,499
<b>70784 Total</b>									<b>\$1,459,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,459,499</b>
19099	ODOT	70785	OR224/OR212 Corridor ITS	Design ITS System	\$134,595	Preliminary engineering	State STP (100%)	2016	\$134,595	\$0	\$0	\$134,595
<b>70785 Total</b>									<b>\$134,595</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,595</b>
19100	ODOT	70786	US26 ATMS/ITS	Design ITS System	\$583,245	Preliminary engineering	State STP (100%)	2016	\$583,245	\$0	\$0	\$583,245
<b>70786 Total</b>									<b>\$583,245</b>	<b>\$0</b>	<b>\$0</b>	<b>\$583,245</b>
19120	ODOT	70799	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	Operational improvements, signal upgrades, bicycle and pedestrian improvements	\$3,500,002	Preliminary engineering	State STP (L240)	2015	\$134,595	\$15,405	\$150,000	\$300,000
						Purchase right of way	State STP (L240)	2016	\$291,623	\$33,378	\$325,000	\$650,001
						Construction	State STP (L240)	2017	\$919,733	\$105,268	\$1,525,000	\$2,550,001
<b>70799 Total</b>									<b>\$1,345,951</b>	<b>\$154,051</b>	<b>\$2,000,000</b>	<b>\$3,500,002</b>
19141	ODOT	70794	OR213 (82nd Ave): King Rd - Lake Rd ADA Ramps	Construct ADA Ramps	\$100,000	Construction	BIKEWAYS	2015	\$100,000	\$0	\$0	\$100,000
<b>70794 Total</b>									<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

## **Chapter 6: Staying Current in a Changing Environment**

Because the MTIP represents a snapshot of federal transportation expenditures of forecasted federal transportation revenue for the urbanized area of the Portland region, changing circumstances are usually inevitable. The unpredictable nature of the federal transportation authorization, in which a major revenue source is the federal gas tax or simply a delay to starting project design work, can change the outlook of the expenditure picture. This section describes the management process to define the types of project adjustments that require an amendment to the MTIP and which of these that can be accomplished as administrative actions.

### **MTIP Amendments and Process**

Once the MTIP has been adopted, it serves as a living document. Because events happen and circumstances change, the MTIP must continually be amended to reflect the most current schedule of federal transportation expenditures for the Portland region. Certain amendments are administrative in nature and therefore carried out by Metro staff, but others are substantial enough that policy action must be requested to JPACT and the Metro Council. The following section describes the circumstances which require an amendment to the MTIP and the process for amending the MTIP.

#### ***Objectives of the MTIP Amendment Process***

There are six objectives of the MTIP amendment process. The objectives are:

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the RTP.
2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

#### ***Overarching Amendment Policies***

When requesting an amendment to the MTIP, the proposed amendment must demonstrate the following policy objectives:

1. Consistency with the RTP – Transportation projects included in the MTIP must be identified in or consistent with the financially constrained RTP list of transportation investments. Inclusion or demonstration of consistency with RTP policies addresses issues related whether the investment has been reviewed and agreed upon by the region to make eligible for limited federal transportation funding. For certain types of projects, particularly those which affect the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions must be specifically and explicitly identified in the RTP financially constrained system (i.e. a defined project in the RTP). Projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP.

2. Conformance with the Clean Air Act – Prior to formal inclusion in the RTP financially constrained system and the MTIP, projects will need a finding of conformance with the State Implementation Plan for air quality adopted by the FHWA and FTA.
3. Demonstration of fiscal constraint – The amendment request must demonstrate that funding is expected to be available (committed if for the first year of the TIP) to fund the cost of the entire project or project phase proposed to be added to the TIP.

### ***Amendment Request Process***

To request an MTIP amendment, the following procedures must be undertaken:

1. All project and program additions or deletions to the MTIP must be at the request of the sponsoring jurisdiction's governing body or from the fund's administering agency.
2. Amendment requests must provide all significant information to populate the RTP and MTIP database and subsequent geodatabase and transportation model network for the purposes of conducting appropriate required regional analyses.
3. Most amendment requests are made administratively, but others require adoption by JPACT and Metro Council resolution approving the specific proposed amendment as a priority for use of a particular category of funds. Further detail on which amendment request require formal adoption are in Table 6.1
4. Requested programming changes will be tracked administratively in the MTIP financial plan and database.
5. If an amendment to the RTP is necessary to add a transportation project, it can take place concurrently with the MTIP amendment. The proposed amendment must follow the process for amending the RTP as outlined in the most current plan.
6. Amendment decisions are made based strictly on the amount of federal funding available and represent a priority decision as to the most effective use of the fund resource.
7. To request the addition of a regional STP, CMAQ, or TAP funded project to the MTIP outside of the periodic RFFA process or other prioritization process (e.g. ODOT or transit administered fund process ), a project sponsor shall complete a TIP Modification Request and provide the following information:
  - a. Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;
  - b. Project information needed to demonstrate compliance with the preliminary screening criteria and public involvement requirements of the appropriate prioritization program and to address technical evaluation measures such as land use objectives, safety, cost effectiveness, etc. and any qualitative considerations the project sponsor wishes to have considered in the request.
8. Funding match ratio eligibility will be consistent with federal regulations and policies from the previous project prioritization (e.g. RFFA, ODOT or transit) process.
9. An amendment to add a project to the MTIP can take place concurrently with a MTIP amendment to transfer project funds between MTIP projects.
10. Intra-jurisdictional transfer of STP, CMAQ or TAP funds between jurisdictions requires documented approval of each affected jurisdiction other than under the process to retract project or program funding authority as described below.
11. Requests to amend programming under project selection process described in Section X.X.X will be made on the following basis:
  - Administrative Adjustments (requiring quarterly notification to TPAC):
    - Transfer of funds between different phases of a project or different program years within previously approved funding levels.

- Transfer of funds between projects within previously approved funding levels; must be accompanied by a statement as to the impact on the project relinquishing funds; funding fully transferred from a project to another must include a commitment to fund the project giving up the funds with another source of funds (follow-up documentation will be required).

**Table 6.1 Requested amendments to the MTIP which require Metro and JPACT Resolution**

Proposed Amendment	Description
Addition or deletion of project	Creation or elimination of an MTIP project.
RFFA budget changes	Increased allocation of regional flexible funds in excess of level previously allocated to project(s) of a recipient agency. <i>Address authority to re-allocate with savings from other projects.</i>
Major changes in scope	Adjustments that significantly change the scope of the project location or function. For project location, significant shall be defined as more than 50% of the project improvement (as measured by linear feet of improvement) outside of the original project area scope. For project function, significant shall be defined as the deletion of a modal element of a project described in the original project scope. For change of scope requests that cannot be measured in these manners, the Metro Planning & Development Director may require a resolution for approval of the adjustment if he/she determines, using professional judgment, the proposed change in scope would have significantly altered the technical evaluation of a project or its compliance with funding program policy intent during the project prioritization process.
<p><b>Exceptions:</b> Projects within the following types of project categories or with the following conditions can be administratively amended to the MTIP at the option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.126) or regional emissions analysis (per 40 CFR 93.127) the project is conformed as a part of the RTP conformity in the appropriate analysis years, or the proposed project is determined through consensus of air quality consultation agencies (FHWA, FTA, EPA, ODOT, ODEQ, Metro, and TriMet) (per 40 CFR 93.104 (c)(2)) to not require additional regional air quality analysis. Quarterly notification of these amendments will be provided to TPAC.</p> <ul style="list-style-type: none"> <li>• Bridge repair or replacement projects– total project cost less than \$5 million,</li> <li>• Preservation projects on the Interstate system - up to \$5 million; on the highway system – total project cost less than \$2 million or any “1R” preservation project on existing road surface.</li> <li>• Advance construction or mitigation work to address environmental timing issues (i.e. bird or fish migration) - total cost less than \$500,000 (work must be consistent with NEPA and permitting processes and agency assumes all risk that full project may not be included in the TIP),</li> <li>• Bottleneck reduction, system management, or demand management ODOT Operations projects – total project cost less than \$1 million,</li> <li>• Other ODOT operations projects (programmatic maintenance or updates to signs, illumination, rock falls, etc.) - total project cost less than \$2 million,</li> <li>• Sub-allocations of region-wide programs consistent with their respective strategic plans or program descriptions as approved by JPACT and Metro Council,</li> </ul>	

- Bicycle or pedestrian projects – total project cost less than \$1,000,000,
- Road realignment projects for safety purposes that does not change the number of vehicle lanes or other design elements that would affect vehicle capacity,
- General planning, corridor studies, or project development planning studies - total plan cost less than \$200,000,
- Public transit appropriations in excess of those estimated in original programming,
- Projects/programs allocated funding that were previously identified and approved by JPACT and the Metro Council as regional priorities for state or federal discretionary funding,
- Awarded through the state Public Transit Division Discretionary Grant Program,
- Emergency additions where an imminent public safety hazard is involved, and
- The addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

### ***Project or Program Funding Authority Retraction***

When a transportation investment is no longer a priority the local jurisdiction plans to pursue or circumstances change where the planned transportation expenditure can no longer occur, Metro in consultation with the sponsor agency and partners have the authority to retract transportation funding authority. Common circumstances of retraction of investments are:

- Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. For regional flexible fund projects, these agencies will be notified by Metro of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to the instigation of a Metro resolution at TPAC to retract the funding authority for their project or program.
- Unspent or un-obligated regional flexible fund authority following final voucher closing of a project reverts back for redistribution through the regional project prioritization process.

### **MTIP Appeals Process**

At times, local partners may disagree with the interpretation pertaining to the expenditure schedule or the policies set forth in the MTIP. This section describes the process by which an agency may appeal the decision of the MTIP Manager or Metro Planning & Development Director with regard to the administration of this MTIP.

An agency that disagrees with Metro’s interpretation of a MTIP administrative action may submit a written summary of their issue to the Planning & Development Director requesting a review of the issue and the administrative interpretation. Within 60 days of the receipt of such letter, Metro staff will schedule time on a Transportation Policy Alternatives Committee (TPAC) agenda for agency staff to present their issues to the committee. Metro staff will also explain their position on the issues.

TPAC has the opportunity to make a recommendation to JPACT on resolution of the issue. JPACT action will be forwarded to Metro Council for final resolution.

# **Appendix A.1: 2015-2018 Metropolitan Transportation Improvement Program Public Comment Summary and Responses**

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## Introduction

The Metropolitan Transportation Improvement Program is the federally required documentation of transportation investments scheduled for the Portland metropolitan area over the next four years. The MTIP documents how all federal transportation money is spent in the Portland metropolitan area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. It also documents state- and locally-funded projects that may significantly affect the region's air quality.

The 2015-18 MTIP public review draft was released for comment from March 21 to May 5. The review draft of the 2014 RTP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request and were distributed to Metro advisory committee members.

March 21 marked the beginning of a formal 45-day comment period for the 2014 Regional Transportation Plan. The usual 30-day MTIP comment period was extended to 45 days to run parallel with the comment

period for the 2014 RTP. To help remove barriers to attending meetings, all the public meetings were held at locations served by mass transit. Translators and interpreters were available as needed.

Comments received will be considered as part of the Metro Council action on the program on July 17.

This public comment report summarizes the engagement activities surrounding and comments received during the 45-day comment period of March 21 through May 5, 2014. Metro staff created a log of substantive comments and has provided responses recommending actions on suggested changes to the program. Substantive comments, testimonies and supporting material submitted as part of the comment period are provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review as part of the 2015-18 Metropolitan Transportation Improvement Program decision-making process.

## Summary of engagement

The March 21 through May 5 comment period for the 2014 Regional Transportation Plan was expanded to include questions related to the work for the Regional Active Transportation Plan, the 2015-18 Metropolitan Transportation Improvement Program, and the Climate Smart Communities Scenarios Project. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

### Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information. See the public comment report for the 2014 Regional Transportation Plan, Appendix A for copies of these ads.

## Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the MTIP itself, and via email, letter, phone call and message, and other conversations.

### Online tool and questionnaire: Where we live and work and how we get around

The comment period included an online tool and integrated general public focused questionnaire, asking participants about investments needed:

- for communities where we live and work
- to improve how we get around.

This online tool and questionnaire was designed to be more interactive than typical online questionnaires. The goal was to create a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

During the comment period, Metro received 1,225 responses to this questionnaire. See the public comment report for the 2014 Regional Transportation Plan, Appendix A for these questions; see the public comment report for the 2014 Regional Transportation Plan, Appendix B for a full report on the responses.

### **Opportunity to comment specifically on the draft Metropolitan Transportation Improvement Program**

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by 2014 RTP and the ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs, more detailed and specific online questionnaires were offered. See Attachment 1 for the MTIP-specific questionnaire and responses.

The 2015-18 MTIP online questionnaire received 83 responses. Metro also received an additional email comment. All substantive comments have been recorded and responded to for the staff recommendation.

### **Community forums**

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with

Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- Fourteen people attended the Multnomah County event, with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- Fourteen people attended the event and participated in the discussion in Clackamas County with Councilors Collette and Craddick.
- Four people attended the event in Washington County, with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

## Summary of comments

### About where we live and work and how we get around

The online tool and integrated general public focused questionnaire asked questions about investments needed:

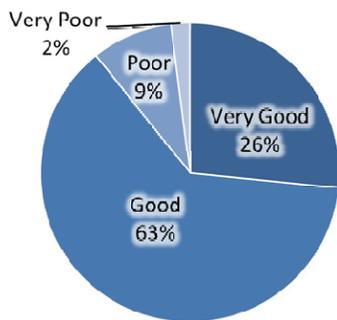
- for communities where we live and work
- to improve how we get around.

The public comment report for the 2014 Regional Transportation Plan, Appendix B offers a full report on the responses, which are further summarized for this section. Though the majority of questions were designed to solicit the participants own words, responses were categorized by theme for this summary and the full report.

### Quality of life

Generally, people feel that the quality of life in the region is good (63 percent) or very good (26 percent). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?



When asked what “quality of life” means to them, most participants indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life

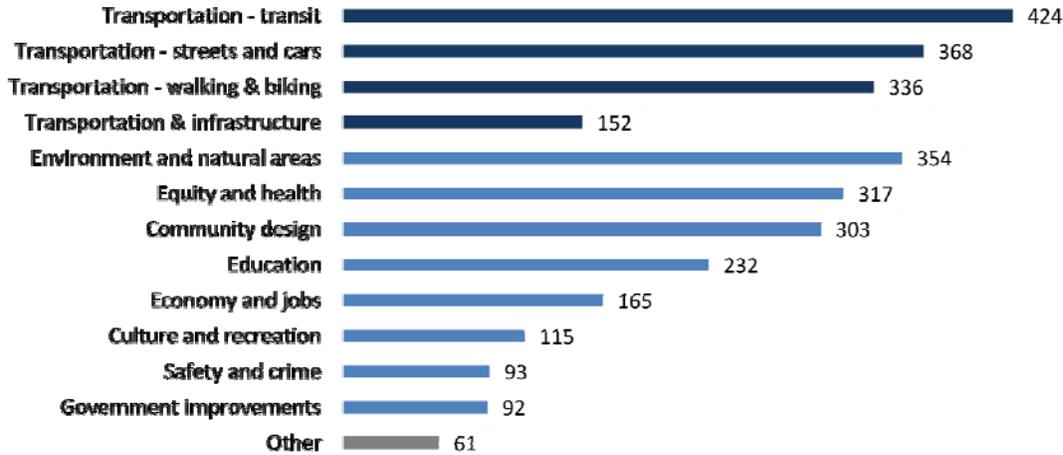
includes access to a variety of goods and services, opportunity for personal and economic gain, and a variety of options in how they live their life.

Most commonly, people said that quality of life means healthy environment and people, including healthy air and water and access to natural areas. Secondly, they said that having a strong economy and good jobs as well as an affordable cost of living were important to quality of life. Next, quality of life exists when it is easy to get around by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by personal happiness including enjoyment of cultural and recreational opportunities and family life.

### Investments where we live and work

By a large majority, people want investment in the transportation system—road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the environment and natural areas, and in community design (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more equity in the region and for improving education, health and social services. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government

**What three investments would you most like to see made in your community in the next 10 years?**



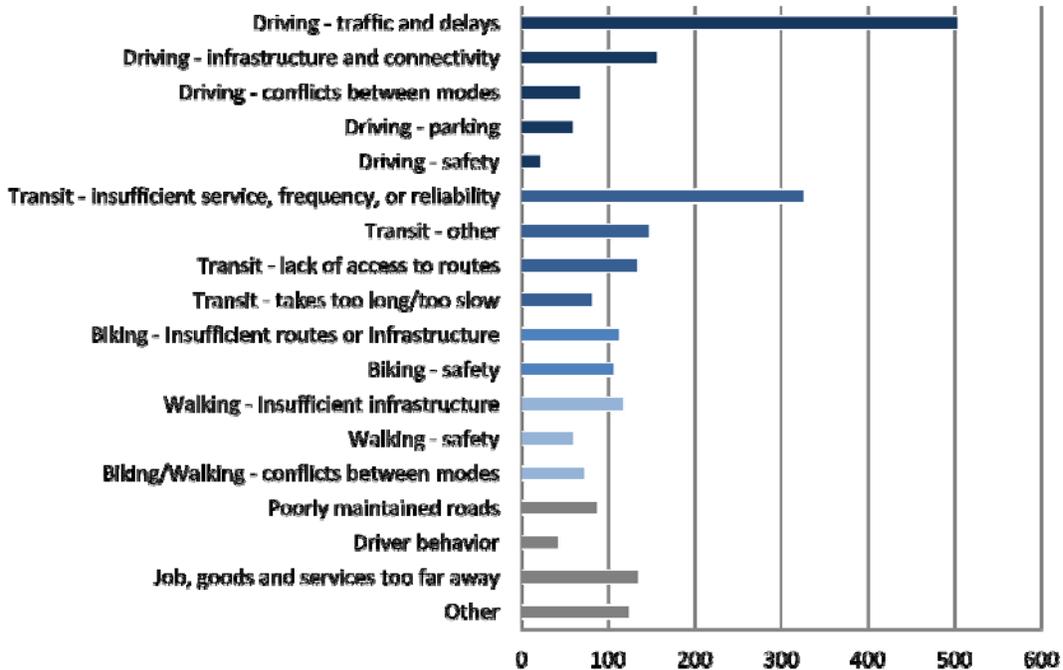
**How we get around**

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11

percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

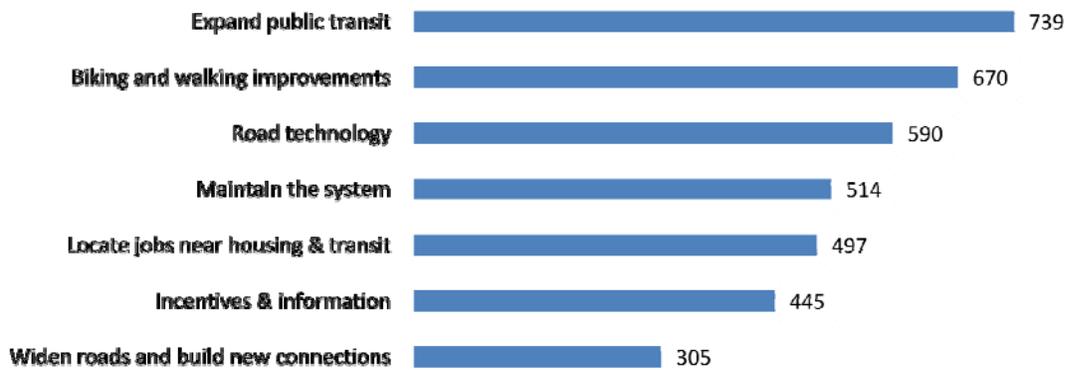
**What are the three main challenges you have getting to work, school or to complete errands?**



Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include expanding public transit to make it more frequent, convenient, accessible, and affordable; connecting more places with sidewalks, walking, and bicycle paths; and investing in technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

The next three most desired investments are maintaining and keeping our current transportation system in good condition; locating jobs near housing and transit; and providing incentives and information to encourage carpooling, walking, bicycling, and public transit. There is less support for widening roads and building new connections to improve vehicle flow and safety.

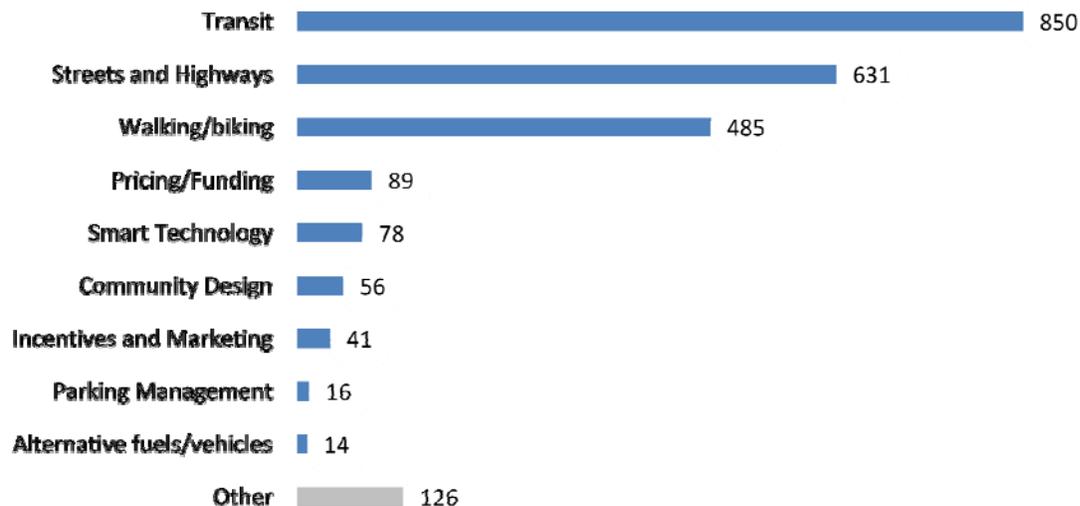
**Which strategies do you think the region should invest in to help ease traffic congestion?**



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report, the broad summary is that people

want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

**What three investments would you most like to see made in our transportation system in the next 10 years?**



Finally, participants were asked what else needed to be considered in planning for the future of how we get around. Overall, respondents want improved transit service – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur throughout the region, including suburban areas and smaller communities.

Many identified peak hour congestion as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to locate housing close to jobs, goods and services. Another theme is the aging population and their transportation needs.

There is a healthy split between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general maintenance of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, funding was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for new revenue

sources; others noted the need for fiscal responsibility and do not want any additional tax burden placed on the public to fund improvements. The need for equitable investments among geography and demographics was noted by some.

### Demographic information

Participants were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

**Race/ethnicity** Most respondents identified as White/Caucasian (89 percent). The remaining identified as African American/Black (1 percent), Asian or Pacific Islander (2 percent), American Indian/Native American (2 percent), Hispanic/Latino (2 percent), Slavic (2 percent), or some other race (2 percent).

**Geography** Most respondents said that they live in Multnomah County, 13 percent said they live in Washington County, and 11 percent said they live in Clackamas County.

**Resident longevity** Participants generally have lived in their community in the region for a long time, with 38 percent over twenty years, and 24 percent between 11 and 20 years.

**Education** Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

## In response to the 2015-18 MTIP public review draft

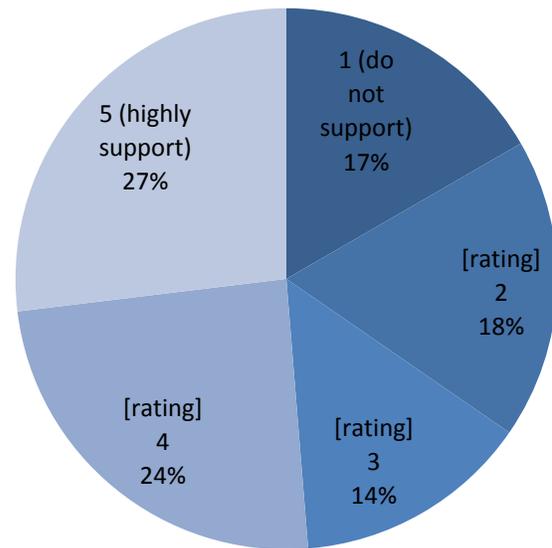
### Online questionnaire

The MTIP-specific questionnaire highlighted that the 2015-18 program provides for an overall prioritization of:

- modest roadway expansion and improvement projects
- roadway repair projects
- replacement transit vehicles
- high capacity transit projects
- programs for improving transportation options in the entire region
- programs that take on topics that are much more efficient to manage at the regional level
- projects that meet local goals of making it easier to walk and bike
- projects that meet local goals of providing better freight access to employment areas
- projects that advance the region's economic competitiveness.

Participants were first asked how supportive of this list of priorities they were. Of the 78 respondents to this question, 40 were supportive or highly supportive, while 27 did not support or had very low support.

### How supportive are you of these priorities?



The mixed levels of support in the above question were reflected in the two open-ended-questions that were part of this questionnaire. Participants were asked:

- What do you support about or what changes would you make to these priorities?
- What comments do you have on the 2015-18 Metropolitan Transportation Improvement Program?

Respondents were flexible with their responses, providing the same or similar thoughts in response to both questions. For that reason, the following summary looked to the responses to both questions to determine similar themes and recommendations heard during this comment period. Substantive comments (i.e., those that were about the investment levels or policy rather than about the survey format or other procedural issue) are responded to in the staff recommendation, below.

Comments most often focused on modes, calls to support or to de-emphasize investments in terms of autos, biking and walking, and

transit. Other comments focused on the environment, economic and community development, the scale of projects, funding and calls for restrictions in spending overall.

### **The region's roadways**

*Work on maintaining and improving existing infrastructure, particularly the roadway system.*

Supporting roadway and bridge maintenance received the most comments in the 2015-2018 MTIP public comment survey.

Comments included:

- make road repair the highest priority
- we definitely need to make roadway repair projects a top priority
- stick to building/expanding roads and replacing bridges when needed.

*Continue to invest, expand, and improve the roadway network in the region.*

There were several comments which expressed more emphasis to be placed on the roadway network in order to support the region's transportation needs and mobility. Comments included changing the roadway expansion priority from modest to "aggressive" and "make road widening and new roads a number one priority."

Additionally, some comments identified specific improvements and expansion projects, including the highway 26 facility in Beaverton and I-205 corridor from the Stafford road interchange to Oregon City.

*Reduce and/or discontinue investment in expanding and improving roadway projects in the region.*

Counter to the previous theme, there were several comments which expressed less emphasis be placed on the roadway network and the investments should be redirected to other types of transportation projects. These

comments included, "maintain the roads, but no more expansion."

*Make smart investment choices in the region's roadway network.*

There were several comments which suggested better uses of limited transportation dollars for the region's roadway network. These comments spread across a wide range and included focusing investments on less expensive improvements such as system management to focusing more investments to spur new transportation technology, such as clean fuels.

*Freight access needs to be considered on its own rather than lumped into the roadway network.*

Some comments were generally supportive of road improvements which increase the efficiency of freight travel and access, but were not supportive of lumping these improvements as part of general automobile travel.

*The modest improvements and expansion of the roadway proposed in the 2015-2018 MTIP are on the right track.*

There were several comments which generally agreed to the 2015-2018 MTIP modest focus for the roadway system.

### **The region's transit system**

*Reduce and/or discontinue investment in the region's transit system.*

Some comments vehemently opposed spending any limited resources towards public transit for a variety of reasons, but the most common was that only a small portion of the region's trips are made on the public transit system.

*Reduce and/or discontinue investment in the region's high capacity transit system.*

There were some comments which explicitly called out the discontinuation of spending towards high capacity transit. Commenters rationalized the expense of building out a high capacity transit system is wasting limited resources.

*Increase and continue to invest in the region's transit system.*

There were a number of comments which support investments and expansion of the region's transit system. However, opinions diverged in where investments and expansions in the region's transit system should be emphasized. Among the comments the differences included:

- focusing on operations to add and increase the frequency of local service
- focusing on creating a "fine mesh" of local transit connectivity
- restoring service lost during the recession
- continue to build out and support high capacity transit
- continue to support the build out and connectivity of transit, but not in the form of rail; focus more bus-based solutions for high capacity transit

*Include high speed rail in the region's portfolio of public transit investments.*

There were comments which emphasized including intraregional high speed rail as a transportation priority in addition to the existing transit system. Certain corridors, including a Portland to Eugene, Oregon were explicitly named as an area to place emphasis. Commenters identified a pressing need for high speed rail.

There were also a number transit-focused comments which addressed individual issues of customer service on transit, safety issues on transit, overcrowding, and coordination between transportation modes.

### **The region's active transportation system**

*Promote and support efforts for more travel options, particularly walking and bicycling.*

There were numerous comments which supported the need for supporting efforts to provide more transportation options. These comments were ranging and included building out infrastructure, but also supporting programs which provide education and encouragement regarding travel options throughout the region.

*Complete and create more active transportation connectivity throughout the region.*

There were comments which encouraged and emphasized shifting investments to fill in gaps and build out the active transportation network. Reasons of safety, public health, air quality, and receiving a fair share of the region's transportation investments were cited for emphasizing active transportation network completeness. There were also comments which addressed equity considerations when prioritizing active transportation investments, proposing areas with the greatest proportion of disadvantaged population should be prioritized.

*Provide more support and funding for active transportation infrastructure.*

There were a number of comments which addressed the lack of infrastructure funding for active transportation projects. These comments cited receiving a fair share of funding and making progressive investments for future generations.

*Active transportation proportionally receives more funding than its use and overall funding for these investments should be decreased and/or discontinued.*

To the contrary of some comments, there were also several submitted comments which encouraged decreasing funding towards active transportation. Reasons for this included active transportation receiving more funds proportionally based on mode share in the region and use.

### **Other comments**

*The 2015-2018 MTIP package of investments represents a good balance and okay for the region.*

There were some comments which indicated satisfaction with the proposed programming for the public review draft of the 2015-2018 MTIP.

*Environmental concerns related to the package of investments.*

Some comment expressed general environmental degradation concerns associated with transportation investments.

*Provide greater clarity on the priority of economic development.*

There were several comments which requested clarity regarding what was meant by “economic competitiveness” as a priority for transportation investments. Some of these comments assumed there was an underlying assumption when referring to “economic competitiveness” of meaning either expanded roadways or high capacity transit.

*Encourage the development of the region’s centers and make transportation investments which will support these areas to be successful vibrant walkable communities.*

There were several comments which suggested supportive land use must also be

encouraged concurrently with active transportation and transit investments.

*The 2015-2018 MTIP is emphasizing too many high cost transportation investments.*

There were some comments which expressed concern over high cost transportation projects identified in the MTIP.

*Regarding the region’s transportation revenue and spending in general:*

- Some comments expressed a willingness to pay user fees in order to support certain transportation investments. Each comment seemed to support a different transportation mode (e.g. active transportation, transit, roads). Additionally, there were some comments about all users needing to pay for the transportation system.
- There were several comments which were not supportive of the way the region is investing in transportation. Several of the comments expressed forcefully not to make any more public investments in transportation or take measures to raise revenue (i.e. taxes).

### **Demographic information**

Participants who submitted comments via the MTIP-specific online questionnaire were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

**Race/Ethnicity** Respondents were encouraged to choose multiple ethnicities, as applicable. At 69 respondents, most identified as White/Caucasian, including most who identified as more than one ethnicity. Other identifications were:

- American Indian/Native American or Alaskan Native: two respondents

- Asian or Pacific Islander: one respondent
- Hispanic/Latino: four respondents
- Slavic: two respondents
- Other: two respondents

**Age** no respondents were 20 years old or younger. Respondents identified their ages as:

- 21 to 35: 15 respondents
- 36 to 50: 24 respondents
- 51 to 65: 21 respondents
- 66 years or older: 19 respondents.

**Education** The level of education of respondents skewed significantly higher than the regional rates:

- High school degree or less : one respondent
- Some college/technical/community college/2-yr degree: 16 respondents
- College degree/4-yr degree: 26 respondents
- Post graduate: 36 respondents

**Income** The household income of respondents was slightly more balanced than demonstrated in prior, similar questionnaires:

- Less than \$20,000: 7 respondents
- \$20,000 to \$50,000: 16 respondents
- \$50,001 to \$100,000: 24 respondents
- More than \$100,000: 25 respondents.

### **Participation on community meetings**

Participants were asked how often they participate in community meetings to gauge whether this online outreach was expanding public participation. Over 50 percent of respondents rarely or never attend community meetings:

- Very often: 9 respondents

- Fairly often: 28 respondents
- Rarely: 32 respondents
- Never: 7 respondents

### **Other comments received**

Besides the MTIP-specific questionnaire, Metro received one comment via email. This comment focused on the need to reduce carbon dioxide, recommending steps consumers could take to lighten vehicles.

### **Community forums**

Three community forums were offered during the comment period to allow participants to interact with staff and Metro Councilors on the upcoming decisions, including the 2014 RTP and ATP. These events were promoted as an opportunity to learn about Metro's plans and projects and participate in a wider discussion of what they would like to see in their communities and for our transportation system:

- Multnomah County on April 3 at Madison High School 14 folks attended, with 11 participating in the wider discussion
- Clackamas County on April 9 at Oak Lodge Sanitary District with 14 folks attending and participating in the wider discussion
- Washington County on April 17 at Beaverton library with four people attending and only one participating in the wider discussion.

The first two discussions included lively conversations around transportation priorities and how we should manage growth and development.

The Multnomah County participants spent a lot of time discussing funding sources, with voices advocating for more roadways and less density to address traffic issues. A lot of their perspective focused on transportation

funding sources (gas tax), “subsidies” for transit riders, ideas of usage fees for bikes, more expansion to relieve density. The majority of participants stated the desire to expand active transportation facilities and expanded transit service as well as their support for the urban growth boundary.

The Clackamas County Oak Grove conversation spent a lot of time on the opportunities to encourage community benefiting development presented by the new light rail line and Oak Grove station.

Both conversations included advocacy for and against investments for autos, transit and active transportation as well as for and against land use policies such as the urban growth boundary and density.

The final conversation was an intensive conversation with the one participant about the work that Metro does, his support for a balanced approach but highlighting support for robust transit and active transportation systems, and potential ways to approach future outreach.

The discussions ended on the idea that there are a lot of competing interests that decision-makers have to balance. Though attendance was lower than projections, participants expressed that they felt their perspectives were welcome and respected.

## Staff recommendations

As mentioned, all substantive comments received during the comment period have been considered by program staff.

Comments requesting changes in policy – such as those requesting greater scrutiny regarding the environment, economic and community development, scale of projects and funding sources – will be reserved and considered as part of the development of the 2018 Regional Transportation Plan, which is envisioned as an opportunity to reassess and calibrate the regional policies of the plan.

Comments requesting a change in funding priorities have demonstrated competing interests that decision-makers have to balance. Taken in aggregate, however, comments advocating for or against investments in certain modes demonstrate the need to take a balanced and measured approach to the region's transportation investments. This is aligned with the Regional Transportation Plan goal of developing and maintaining a well connected and complete

transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. The 2015-18 Metropolitan Transportation Improvement Program continues to move the region's system toward this goal.

Overall, the comments seem to reflect a desire to increase investments in transit and active transportation. Since this is not a scientific survey, and the issues are more complex than a simple shift in resources, staff recommends continued conversations regarding transportation priorities, needs and visions both at the local regional levels. The policy conversations in preparation for the 2018 Regional Transportation Plan offers an opportunity for these conversations.

Staff recommends acceptance of the 2015-18 Metropolitan Transportation Improvement Program with no changes.

## 2015-18 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program document identifies how all federal transportation money is spent in the Portland metropolitan area over the next four years. The MTIP shows how the policies and projects of the Regional Transportation Plan will be implemented on the ground.

You may review the full 2015-18 MTIP document [here](#).

### \* 1. What is your name and ZIP code?

First name	<input type="text"/>
Last name	<input type="text"/>
ZIP code	<input type="text"/>

The 2015-18 MTIP represents multiple prioritization processes, combining federal funds controlled by Oregon Department of Transportation, TriMet, SMART and Metro. Federal transportation funds come from multiple sources, most of which have specific requirements for how it is spent. Each agency that receives federal transportation funds is responsible for a process of prioritizing projects to receive these funds.

The 2015-18 MTIP reflects the policies of the 2035 Regional Transportation Plan (adopted in 2010) and the recommendation that those policies continue in the 2014 RTP update. To meet the region's transportation needs, regional partners have developed strategies to provide transportation options for people to access work, school, services and recreation. Together, we have set goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers.

Because the MTIP represents the expenditure schedule for multiple agencies with differing missions that address different areas of the transportation system, the federal transportation revenues reported in this MTIP have undergone separate prioritization processes administered by Metro and partner agencies: ODOT, TriMet, and SMART. While there are separate transportation investment prioritization processes, the agencies funding decision-making processes share common themes of considering:

- the existing transportation needs of users
- forecasted federal revenue
- impact on the economy
- effects on environmental justice communities when making funding decisions.

As a whole, the 2015-18 MTIP prioritizes:

- modest roadway expansion and improvement projects
- roadway repair projects
- replacement transit vehicles
- high capacity transit projects
- programs for improving transportation options in the entire region
- programs that take on topics that are much more efficient to manage at the regional level
- projects that meet local goals of making it easier to walk and bike
- projects that meet local goals of providing better freight access to employment areas
- projects that advance the region's economic competitiveness

### 2. How supportive are you of these priorities?

1 (do not support)      2      3      4      5 (highly support)

**3. What do you support about or what changes would you make to these priorities?**

**4. What comments do you have on the 2015-18 Metropolitan Transportation Improvement Program?**

*Comments about individual projects in the 2015-18 MTIP will be forwarded to the agency that controls the funding for that project. You may review the projects in the 2015-18 MTIP document [here](#).*

**About you**

Thank you for taking a moment to answer these demographic questions that help us respond to our independently elected auditor’s recommendations to engage a diverse audience and seek demographic information in order to measure whether we’re reaching a cross-section of the public.

Answers to these questions help us know whether we’re hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your responses above without any personal information.

**5. Your age (optional)**

- 20 years or younger
- 21 to 35
- 36 to 50
- 51 to 65
- 66 years or older

**6. What is the highest level of education you have had the opportunity to complete? (optional)**

High school degree or less

Some college/technical/community college/2-yr degree

College degree/4-yr degree

Post graduate

**7. What is your annual household income? (optional)**

Less than \$20,000

\$20,000 to \$50,000

\$50,001 to \$100,000

More than \$100,000

**8. What is your race or ethnicity? (optional)**

African

African American/Black

American Indian/Native American or Alaskan Native

Asian or Pacific Islander

Hispanic/Latino

Slavic

White/Caucasian

Middle Eastern

Other

**9. How often do you participate in community meetings? (optional)**

Very often

Fairly often

Rarely

Never

**10. If we would like to follow up with you, how may we contact you? (optional)**

Address (street)

Address (city, state)

Email

Phone

Done >>

2015-2018 Metropolitan Transportation Improvement Program (MTIP) Web Questionnaire Comments			
#	Comment	Source(s)	Date
1	Stop wasting our money on roads and cars. Move all but absolutely critical road investment into high density, high frequency transit. Prioritize to encourage small vehicles like motorcycles, scooters, and bicycles and discourage vehicles larger than sedans. (e.g. more bicycle lanes, more motorcycle parking) Invest in a passenger rail corridor from Eugene to Vancouver BC! Density and congestion will make cars obsolete for urban areas. Just admit that and get over it. If you want the city to grow without becoming an ugly sprawl, stop investing in dead end technology and immediately start investing in ways to encourage high density mechanisms.	Glen Ropella	3/21/2014
2	Programs for improving transportation options in the entire region Programs that take on topics that are much more efficient to manage at the regional level. There seems to be a trend that bicycle and pedestrian plans are receiving a higher priority than their percentage of the overall transportation planning deserve.	Bob La Salle	3/21/2014
3	This all works for me. Not informed enough to comment. Again, as per the last survey, I will work on that. Thank you.	Brittain Brewer	3/22/2014
4	Too much focus on expensive projects that do little to help. High capacity mass transit is expensive and serves a small slice of the population. It is constrained to a narrow corridor and only serves the few people that want to travel linearly along that narrow corridor.	Sam Jones	3/22/2014
5	Work on mmore buses in areas, and better roads. I don't see any plan to keep taxes down and still be able to do this. No new taxes	K H	3/22/2014
6	I do not support: "Modest roadway expansion and improvement projects". I support road maintenance. I support the transit priorities, and would make them stronger. Oregon law (and other rules) clearly specify which funds must be spent on auto-related infrastructure such as roads. I want to see all OTHER funds, other than these designated funds, invested in non-auto priorities. To the extend that we need more funds for roads, they should come from an increase in the dedicated taxes & fees. We need to restore and expand our transit service and make it more resilient, so that it serves up better in times of higher need - when the economy isn't doing well.	Carl VanderZanden	3/24/2014
7	Well, I support high capacity transit projects, but I know how difficult they are politically (re: Tigard, Lake Oswego a few years ago, etc.). I'd like to see better connectivity between Lake Oswego and Portland for bicyclists. The current options are quite dangerous (no shoulders, high-speed traffic). I'd also like to see better transit service between LO and Portland on the weekends.	Nicholas Tahrn	3/24/2014
8	Families with children don't walk and bike their kids to soccer, music lessons, etc! The bicking things is for white yuppies with no kids. This does not support real family life! We will never be New York City, let's get real with transportation planning. We need better roads for our freight and car traffick	Raul Trujillo	3/24/2014
9	Improving pedestrian and bicycle connections throughout the region is particularly important to me. I also support providing for more transit and better freight access to employment areas.	Nancy Kraushaar	3/25/2014
10	WES is a joke. More often than not MAX is not working. It has inconvient times and takes hours to get to the airport. I am not in favor nor will I vote for any trains. NO TRAINS	jj ttt	3/25/2014
11		Vince N Alexander	3/25/2014
12	I'd like to see "freight access" separated from personal vehicle access because of the way personal vehicles undermine freight mobility. I'd like clarity on what is meant by 'economic competetiveness' when talking about transportation projects.	Nick Falbo	3/26/2014
13	I support high-capacity transit. I think the 2015-2018 goals are too modest. I would support increased property and business taxes to fund increased capital and operating expenses for improved transit projects, including moving to a free-fare based system. This is the only way we are going to reduce automobile traffic, with the associate problems of parking, safety, noise, and pollution.	Robert Lee	3/26/2014
14	I do not support any roadway expansion, period. The roads are built out. We have subsidized cars for over 100 years; it's time to subsidize public transit. Road diets over roadway expansion. Focus strictly on expanding MAX and the Streetcar. Maintain roads, but no expansions whatsoever are needed.	Jonathan Greenwood	3/26/2014

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15	Looks good	James Jardee-Borquist	3/26/2014
16	i support all w/exception of projects that advance region's economic competitiveness. it is ok, but it looks like it try to all things to all people.	John Kleev	3/26/2014
17	Quit stealing from me to support this crap	Richard Whitehead	3/26/2014
18	Roadway repairs and improving transportation options are most important. All projects should be focused on making neighborhood town centers into vibrant live/work centers so people do not need to travel far for employment or to get goods and services	Thomas Riese	3/26/2014
19	Too much focus on mass transit and biking! We are not Europe. The West Coast was built around the auto unlike Europe where mass transit works because the cities are so dense. Listen to the communities that do not want light rail. Do cost benefit analysis of how much you spent on mass transit and how many people in Portland actually use it. Support electric cars and/or smaller cars. Fix the existing infrastructure! Bridges and roads are falling apart. No business wants to be here unless there is good transportation (e.g. trucking, airport, train, ships). The projects above focus too much on things that make Portland a service industry of low paying jobs. You have to manufacture stuff and sell it to bring in wealth. Figure out how the federal monies can support that the best.	Greg Wilhelm	3/26/2014
20	Support making easier to improve walking and biking	Linda Ganzini	3/26/2014
21	Although the transportation system works well, minimizing the time one waits when transferring from one bus to another, would, I believe be a way to help increase the number of riders.	Charles Rule	3/26/2014
22	I support these goals but would add incentives to invest in urban areas for business as opposed to paving over more farm land. As a parent, I strongly support adding the sidewalk in older suburban neighborhoods. It is unsafe for kids to walk around	Paige Dickson	3/26/2014
23	Making it easier to walk and ride is great, but dont spend more on that option than options that effect a larger portion of the population. I like the ideal of modest expansion of road ways, repair projects is great also, Portland should not dictate what happens in Clark County!	KC Anderson	3/26/2014
24	No more Max or StreetCar lines. They lack the flexibility of bus lines. Quit putting walk & bike together - the only projects which are done only benefit bicyclists. Pedestrians need our own projects (like actually ticketing those (driver & bicyclist) that violate traffic laws & put us at risk. Better worker access via public transportation to employment areas should be a very high priority.	Susan O'Neill	3/26/2014
25	HCT is a failed concept in general. Transit in general does not make good use of people's time. It takes much longer in general to use transit than drive. That is why people will not use it. Given where people live and work it will be impossible to make transit work. Focus on roadways. Put 90% of the money there. The newer and better vehicles will change the emission levels in the long run. Factor the new standards such as CAFE at 55 into your thinking. Oregon does not have to do it all alone. Vehicle manufacturers will do a great deal to move toward our goal. We do not need to invest in all these things that will only become a drain on our tax revenues.	Gerald Good	3/26/2014
26	"Modest" roadway expansion and improvement projects needs to be more in line with "substantial" roadway expansion and improvement projects. The other goals can afford to be maintained at or below current levels. One area that need immediate attention is not on the current list of improvements - HWY 26 eastbound off-ramp at Cedar Hills Blvd. This is needs to be a priority project and adding a traffic control light that is synched with Bronson Rd light would greatly improve safety and function of that intersection. Don't wait for someone to die before this is elevated to the top of the list. Work with ODOT to get this project funded!	John Metcalf	3/26/2014

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27	I support transit and active transport improvements but I do not support any funding that improves or expands facilities for low occupancy motorvehicles. Per capita vehicle miles have been declining for more than a decade. It's time for metro to acknowledge this long-term demographic reality in their transportation planning. 12% of people in the portland area do not use motorvehicles for their commute. It's time for an attempt at funding equity.	Soren Impey	3/26/2014
28	Eliminate funding for "High Capacity Transit Projects" and included those dollars is all Planning Dollars for those projects. Modest Roadway Expansion and Improvements Projects must change to "Aggressive, replacing Modest". Prioritize and fund the widening of I-205 corridor from Stafford interchange to Oregon City. A significant targeting of dollars to a fewer number of projects, that can be identified within Weighted Value Decision Processing as providing the most bang for the buck. 20-mile commutes that take over 1-hour or more, are unacceptable. Planned Congestion in and on our roadways, while we spend money on Bike and PED Paths, will result in Metro getting taken apart at the polls.	Paul Edgar	3/26/2014
29	I wish there would be consideration of restoration or improvement of basic services that were cut back during the recent recession.	Barbara Walden	3/26/2014
30	When I read "high capacity transit projects" I have to assume that means light rail. Light rail is cute, but wholly ineffective in relation to dollars spent. The voters have said over and over that we don't want expansion of light rail and yet metro keeps spending money on it somehow. Portland has a great bus system and simply adding bus lanes or bus/carpool lanes in key areas would be much more effective for the dollars spent while freeing up funds for taking care of our crumbling infrastructure.	Robert Bachelder	3/26/2014
31	Decrease spending/focus on mass transit and increase spending and focus on building new and larger roads. To assist with transportation improvement, must also look at housing density designations. Would suggest decreasing housing density and allow for more large-plot single-family housing options. Significantly decrease the number of high-density housing units including apartments and condos. Also, decrease spending/focus on mass transit and increase spending and focus on building new and larger roads.	P McKnight	3/27/2014
32	Re order as follows: roadway repair projects programs for improving transportation options in the entire region modest roadway expansion and improvement projects replacement transit vehicles projects that advance the region's economic competitiveness high capacity transit projects projects that meet local goals of making it easier to walk and bike projects that meet local goals of providing better freight access to employment areas. focus more on making more efficiencies rather than just building more	Dennis Hodge	3/27/2014
33	More public transit funding.	Mark Rogers	3/27/2014
34	Less roadway expansion. If "economic competitiveness" is code for roadway expansion, and I think it is, then less of that too. Better differentiation between "freight access" and SOV access, which we don't have today, so money spent on freight access ends up also making it easier to drive alone.	Michelle Poyourow	3/27/2014
35	The roadway network is complete. We should stop investing in anything beyond repair of it until we have built out the entire regional active transportation and transit network. The roadway network for cars and freight is complete: you can get to anywhere, from anywhere, using cars or freight trucks, in safe, comfort and ease, in comparison to the difficulty of accessing most places using active transportation and transit options. There are a lot of bike, ped, transit, and complete streets projects on this list. That's great!	Garlynn Woodsong	3/27/2014
36	I like that the roadway expansion/improvement projects are listed as "modest." High capacity transit and active transportation (walk/bike) is definitely the way to go, from so many perspectives - benefits to community, affordability, economic, environmental, and business interests. Keep it up! Don't let the naysayers in the outlying communities stop what are major improvements for the entire metropolitan area.	Kathleen Anson	3/27/2014
37	My concern is that it will be faster to get from Tigard to downtown Portland than to get from Portland Heights to downtown Portland. I moved to my neighborhood (Portland Heights)--not to somewhere out in the suburbs--because I'm pro-city and pro-public transport. How ironic that I find myself in a transportation desert 3/4 of a mile from downtown!	Lisa Caballero	3/27/2014
38	make road repair the highest priority and dump the high capacity transit projects. dump the high capacity transit projects....fix the roads...especially in SE PDX.	Carolyn Scrutton	3/28/2014

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39	Implement the South Portland Circulation Study now. Use it as the basis for all work in the SW Portland corridor. This is a fully developed and approved project, yet no work has been done on it. We have waited far too long for the implementation of this study that would great improve the traffic problems in the entire South Portland area. Concentrate on fixing what we have now -- roads need to be repaved and re-stripped; bridges need to be upgraded and maintained. Transit service needs to be improved so that all areas of the city have excellent service that is safe, reliable, frequent, and on-time. Implement the South Portland Circulation Study now. Use it as the basis for all work in the SW Portland corridor. This is a fully developed and approved project, yet no work has been done on it. We have waited far too long for the implementation of this study that would great improve the traffic problems in the entire South Portland area. Concentrate on fixing what we have now -- roads need to be repaved and re-stripped; bridges need to be upgraded and maintained. Transit service needs to be improved so that all areas of the city have excellent service that is safe, reliable, frequent, and on-time. The citizen involvement process needs to be improved so that crazy people with lots of time on their hands do not dominate the process and shut out the voices of reasonable, thoughtful people.	Cheryl McDowell	3/28/2014
40	Much more focus on encouragement of biking and walking - more connectivity throughout the area - and SAFETY for those on bike or foot. Families with children would be more apt to go to Portland if they could get there from suburbs via bike paths. Safe trails with lots of connectivity, safe places to put your bikes when you reach your destination, picnic sites. Mass transit is scary and I would never take my kids on it in this day and age. 10 years ago I would but not today. homelessness and folks begging alongside the roadways is awful. There need to be more jobs more housing more support for these folks. I think putting your focus on the right choices, not the cheapest or easiest choices is what needs to happen. Politics and money shouldn't be the main driving force. Shame on those people. Our environment and air quality needs to be a priority, but having so many designated parking spots for battery cars (that Oregon doesn't HAVE by the way) is shameful and frustrating. Why do I have to park 3 blocks away so a car that doesn't exist can have a priority spot. Maybe battery cars just park in a special lot but they shouldn't get the total red carpet treatment. Keep natural habitat. Don't just bulldoze it down and plant Kentucky bluegrass and put up some benches.	Kristi Beyer	3/29/2014
41	I would like to see more focus on mass transit - not rail - but the fine mesh transit that would make it possible for more people to move around the region on public transit.	Cliff Lehman	3/29/2014
42	Actually have a lift service that works. Currently routing is terrible. Waste od fuel is high due to this mess. Drivers unable to read and wrte and understand English. Need to get rid of Broadway Cab. These drivers are terrible. Customer service people talk down to customers. Handicapped does not mean stupid. Refuse to compensate with ticket and punch cards needs to be reinstated. Complaints go unresolved. General manager never replies to complaints and he needs to do this. Federal money pays most of lift cost, not TriMet. Get with what we need. Better service,better routing, on time for appointments. Max trainnohandicapped friendly. Betterdesignneeded.	Marcia Staunton	3/29/2014

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43	I do not support. It is insane. you are trying to control our lives.	K D	3/29/2014
44	Not a huge supporter of roadway expansion but I fully agree with all other projects. We definitely need to make roadway repair projects a top priority, but also improving transportation options in the entire region.	Nolan Plese	3/29/2014
45	adding more car and truck lanes. Please do not take out anymore car/truck lanes to dedicate exclusively to mass transit projects or other public projects. This is especially true with the Powell-Division Transit and Development project.	Bob Clark	3/29/2014
46	These priorities continue to incentivize the use of vehicles and transportation that rely on fossil fuels. The priorities should be shifted in ways that reflect more forward thinking and would better prepare the region for the future, as well as immediate transportation needs. I am frankly disappointed by the regressive, conservative priorities established for meeting the transportation needs of region in the future. I certainly hope you will rethink not only the plan, but how it is presented and discussed in a way that reflects creative, progressive thinking for the region and how it fits into national and global realities.	Craig Loftin	3/29/2014
47	In addition to the stated goals, high speed rail is important for a less car dependent future. Also better coordination between existing modes of public transportation should be considered. In general, I'm supportive. I hope some of the band aid approaches I see currently will not be a part of the future.	Kathryn Midson	3/29/2014
48	I'm not a fan of train transportation. I would put a higher priority on a strong bus system, which I believe to be a lower up front cost and a much more flexible system for addressing future growth and changes, as well as being a more flexible system for meeting daily transportation problems such as bad weather, traffic accidents, road work, etc.	Dawn Rhoads	3/30/2014
49	good balance	Glenn Koehrsen	3/30/2014
50	Emphasis should be on improving bike and walking pathways if we are to encourage people to do that rather than drive. Second should be to address over crowding issues with Max and the buses. No one should have to stand from Portland to Hillsboro every day.	Sue Nelson	3/31/2014
51	I think it is important that roads are maintained and that there will be better HCT options. I hope that this is focused both on the central city and the suburb to suburb connections that are used by many suburban commuters. Not all trips are into the central city. Also, it's important that investments are made to make sure that the streetscape in lower income areas is accommodating and safe for bikes/peds. I think you really need to look at land use and the implications of the improvements related to EJ communities. It's critical that we create a geographically equitable transportation system (which we don't have now).	Brandy Steffen	3/31/2014
52	These priorities come from an embedded bureaucratic system that has been stripped of all imagination and innovation, and when we fill out your 'survey' , our only 'options' are already set in stone. I once worked in an organization brimming with bright educated minds. Federal funding was the standard and the institution was educational. Everyone there knew the rules for getting grants and followed them. Unfortunately all funds were funneled through the directors office who was so busy promoting the organization that she left the paperwork to her secretary. The bright minds figured out that if this secretary didn't like you.....	Karen Auel	3/31/2014
53	Priority should be on establishing a wide ranging network of bus-only lanes on major corridors to improve transit travel times and increase incentive to use transit instead of private vehicles. Should be exploring how to make financially sustainable streetcar network expansion. Please be realistic about decreasing reliance on private automobiles over the next generation. We will look very foolish investing such a large proportion of our limited funds in a dying mode of transportation.	Joseph Edge	3/31/2014
54	I would like to see a plan which clearly emphasizes active transit and economic activity, but at the same time works to decrease the use of cars in congestion prone areas. Link freight and active transit. Fewer people in cars means better access for freight. Separated bikeways on freight streets mean that bikes can use the main roadway, but will not compete with trucks. We need an aggressive plan to continue to minimize the use of the car with only one occupant.	Christopher Achterman	3/31/2014
55	Make road widening and new roads a number 1 priority! To much dependency on transit.	Carl Clinton	4/1/2014
56	Would invest more on high capacity transit projects	Prisciliano Peralta-Ramirez	4/1/2014

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57	Stop supporting the building of expensive light rail, when you can achieve the same level of transit service through the use of express buses. Stick to building/expending roads and replacing bridges when needed. Tri-met seems to be out of control, with a poor level of customer service, the highest costs per employee in public transit in the country, and projects that do not make economic sense.	Anthony Mills	4/1/2014
58	No more light rail projects, only bike improvements that are paid by those that use them, no more taking funds from motor vehicle based revenues to improve bike transportation projects, let bicyclist pay their own way.	Eldon Lampson	4/3/2014
59	If that is our actual order of priorities, we are screwed. I hope that promoting the regional economy and freight access rate higher than most of the other items. If we don't have a strong economy we can't pay for any of the other wants we have. Less focus on livability and sense of place and more on economic development.	Bruce Halperin	4/3/2014
60	I very much support that the plan attempts to take all transit modes into account, and I am especially encouraged that high capacity transit projects gets a special mention on the list. I'm also very supportive that roadway expansion will be "modest," as the summary says. That said, I feel that walking and biking continues to get short shrift. The disparity between the attention paid to motorized and non-motorized forms of transportation is striking. I own a car and value the attention paid to the road system, but too much attention is still be paid to that side of our transportation system and too little attention is being paid to the equally important non-motorized side. I realize that funding equity is not a reasonable goal -- facilities for motorized transport will always be more expensive per trip -- but I believe that the attention paid to motorized and non-motorized should be more equitable than it is in this report.	Linn Davis	4/3/2014
61	Your 'priority' list is similar to a 'push poll'. It carefully masks and confuses your priorities. WHAT ARE YOUR PRIORITIES? List them in sequence of importance and resources allocated (that's dollars). Also what will actually be accomplished. This is an ambiguous wish list. THEN ask our opinion.	L Talbert	4/4/2014
62	I believe the priorities reflect a balance between reality of today with gradually transitioning toward a different future. The major problem this program faces is similar to countering the NRA. The money spent on advertising personal vehicles for transportation with it audio, visual appeals to the most basic psychological drives and the auto industry position in the world-wide economy will continue to this form of transportation unless fundamental changes are made to attract people to other forms of transportation.	Edward Miller	4/7/2014
63	I feel that the support for the existing infrastructure must be a high priority, as are sidewalks in suburban communities. There's no reason children should have to walk to school in the roadway with cars!	Leslie Doering	4/9/2014
64	It sounds like there is more focus on active transportation than vehicular transportation, which is a much needed focus. I am concerned that if the "local goals" for making it easier to walk and bike are not very ambitious goals, then this won't help those areas as much. I'd also like to see public transportation become more affordable. It's going to be hard to convince people to get out of their cars for short trips (which is most of peoples' trips, according to statistics I've read) when it costs a minimum of \$2.50 to get on a bus/MAX. We all benefit from public transportation, so I'd like to see the public take on more of the cost.	Karen Smith	4/9/2014
65	Roadway expansion is a slippery slope open to a vast array of interpretations. I'd prefer that we see much greater investment in projects that meet local goals of making it easier to walk and bike.	Jeremy Towsey-French	4/9/2014
66	Road expansion should be halted - with changing demographics and an overall increase in driving, these projects will have dubious value in the future. They will also just induce demand and lead to further "modest expansions" in the future.	Matthew Nelson	4/9/2014
67	I would de-emphasise bicycles and pedestrians (other than sidewalks) in favor of backbone public transit (preferably train on dedicated rights-of-way but MAX is tolerable), mainline buses, a new interstate bridge, and maintain existing roads. The only part of the environment that I think should receive public fund attention is that affecting human life, health, and/or property in significant ways.  I'd put goals 2 and three above goal 1.	John Werneken	4/10/2014

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68	<p>I do not support the high capacity transit projects, I do support the major/not so major road repairs that have been neglected for many, many years and have a priority over all the other projects that money has been wasted on over the years. Our roads are in dire condition and this is important. FDR had a vision and we need to look to the future and expand on this vision. Sidewalks are important, crosswalks and signals are important for peds safety, more licensing and follow through on bicycle laws (my family rides and follows the rules). More lighting by crosswalks and better laws about peds crossing in "un-marked" crosswalks. Drivers are now victims and transportation and road rules should reflect these laws. Put the money on the roads with better paving, lines, reflectors and lighting so that the drivers can see the bikes and peds. It would benefit everyone. Make the roads ready for the future, FDR's vision. Don't do a quick fix. Don't do a modest roadway expansion and improvement, do it RIGHT! There is FEDERAL MONEY involved and it IS for ROADS!</p> <p>Use it FOR ROADS, not for other things, You lost the bridge due to your pursuing options that were beyond ROADS. Fix bottlenecks, repair roads and infrasturctures, local roads, so many are in disrepair. Isn't this what REALLY needs to be done!!!!!!????????? Regional and local. BTW, freight access requires great roads, they are heavy, trimet and buses cannot do it, they are the vehicles the TEAR up the ROADS!</p>	Netta English	4/10/2014
69	<p>I am opposed to roadway expansion, we should focus our efforts on investments that reduce congestion (like transit and bike infrastructure) rather than increase it. Road widening has been shown to increase demand for driving which only adds to traffic and congestion. Road diets (reducing the number of lanes) has been a much better option for reducing traffic congestion.</p> <p>A high frequency bus grid that covers east Portland would be great. Likewise a connected network of low stress bikeways (bike boulevards and protected bike lanes) would help to encourage more cycling.</p>	Trey Cundall	4/10/2014
70	<p>Projects that meet local goals of making it easier to walk and bike, programs for improving transportation options in the entire region.</p> <p>Expanding and enhancing our transportation options around the region will be good for business, the environment, and the health of our citizens.</p>	Chadwick Ferguson	4/10/2014
71	<p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of portland.</p>	Jacob Baez	4/11/2014
72	<p>We shouldn't be wasting money on HCT...we need better and bigger roads like the Westside Bypass, Interstate 5-99W connector, more lanes on Highway 217, Highway 26, Interstate 5, Interstate 205 and Interstate 84.</p> <p>Stop all HCT...stop CRC...Stop wasting our money on toy trains...stop trying to force density onto us...we don't want density and apartments with crime and drugs</p>	Jane Doe	4/11/2014
73	<p>Roadway repairs first and foremost. Busses do a huge amount of damage to our streets. This needs to be one of the highest priorities.</p> <p>High capacity transit</p>	Debora Southworth	4/23/2014
74	<p>Anything related to transit should be number at the top.</p>	Kara Boden	4/27/2014
75	<p>Limit all funds to active transportation and to projects in low-income or other vulnerable-population areas.</p> <p>Too many projects that support wealthier users in inner Portland, especially for Bikeshare. Kill bikeshare, please. It's racist, anti-poor, inequitable, and a black hole for funding.</p>	David Hampsten	5/1/2014
76	<p>Metro's TOD process has been instrumental in funding transit supportive real estate projects that reinforce compact land use and the region's other transportation and planning infrastructure investments, and reduce auto use, air pollution, etc.</p> <p>I highly support the renewal of TOD program funding and other program funding that support planning investments that prioritize public transit and bike/ped commuters, encourage density and smart growth goals.</p>	Ben Kaiser	5/2/2014

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	<p>The metropolitan improvement plan, Educate consumers to stop throwing away water. Look in any garbage can to find drink cups with cups of ice or water. To throw away water requires oxygen-fuel-tires-brakes-pavement. Consuming these things creates carbon dioxide, other toxic gasses and debris down storm drain. All this pollutes the local Planet.</p> <p>Educate vehicle owners and TriMet buses to remove car dealer advertising rectangles from license plates. Metal rectangles are a POUND.</p> <p>How much does the Earth pay when cars pack useless stuff? Following from my save the Earth files</p> <p>The metal car dealer advertising rectangles that cover many license plates across North America are a pound. Because the pound is attached to the car and the car consumes oxygen-fuel-tires-brakes and pavement to move, all of these things are consumed to punt (football 404 grams) the POUND (454 g) of ADVERTISING, forever.</p>	Zephyr Moore	4/30/2014
77	<p>What you can do to unscrew a tax? Unscrew the advertising rectangle from your plate PLUS urge your neighbor to uncover the state name and periphery art on their plate. Put the POUND OF ADVERTISING in the recycle bin.</p> <p>Google salmoneedshade to read about Salmon Boy and The Salmon Ambassador to Portland, among others. Share this awareness with neighbors and strangers. LOOK! Half the cars on the road are packing new and or ancient car dealer advertising. Some of rectangles are from out-of-state car dealers who are just as thankless (that you are helping them sell their cars) as local car dealers.</p> <p>How big of a tax on the local Planet is the pound?</p> <p>If all the daily 135,000 cars traveling the three lane Freeway through the Vista Ridge Tunnels on the West side of Portland, Oregon had a pound of DICK'S Dodge car dealer advertising rectangles screwed to their plates, that is the weight equivalent in</p> <p>advertising of 45 3,000 pound cars. If each car traveled 20 mpg, then every 20 miles 45 gallons of fossil fuel are oxidized. Burning a gallon of fuel generates 20 pounds of carbon dioxide. So every 20 miles, 900 pounds of carbon dioxide are added to the local atmosphere as a result of punting advertising.</p> <p>A Monarch butterfly is 0.41 - 0.5 grams. The advertising rectangles are a pound, 454 grams. The advertising is the weight of 1100 butterflies. When the car with advertising is traveling at butterfly speed it is consuming the oxygen required to punt a pound at butterfly speed that is the same amount of oxygen required for 1100 butterflies to do what butterflies do at butterfly speed.</p> <p>If the car is traveling at Freeway speed with the pound then it is consuming magnitudes greater oxygen than 1100 butterflies. How much? Enough for CUMULUS CLOUDS of butterflies to flutter along on their journey from wintering grounds in Mexico to Canada or on their southbound journey—three-generations later--back to Mexico. Google life-cycle of Monarch butterfly.</p> <p>If Monarch butterflies had vocal chords they would be screaming for you to unscrew and recycle a pound of 24 carat useless advertising that defaces the art on license plate. If they had thumbs, they'd turn the screwdriver.</p> <p>So. If not for yourself, unscrew the advertising from your license plate to conserve oxygen for the life of 1100 butterflies. W.W.B.D.?</p> <p>We're all in this alone, together,</p> <p>Zephyr Moore</p>		

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$142.58 )  
MILLION OF REGIONAL FLEXIBLE FUNDING )  
FOR THE YEARS 2016-18, PENDING AIR )  
QUALITY CONFORMITY DETERMINATION )  
)

RESOLUTION NO. 13-4467

Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, approximately \$142.58 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Program (STP), Transportation Alternatives Program (TAP) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

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

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a three-step allocation process, establish the project focus areas of Region-wide Programs, Active Transportation & Complete Streets and Green Economy & Freight Initiatives, and Regional Economic Opportunity with funding targets, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 12-4383, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted November 15, 2012; and

WHEREAS, upon further direction provided by TPAC, JPACT, and the Metro Council, an amendment was made to the project nomination criteria for the Regional Economic Opportunity Fund, Metro Resolution No. 12-4401, For the Purpose of Amending Resolution 12-4383 Setting the Policy Direction to the Regional Flexible Fund Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted December 18, 2012; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between May 8<sup>th</sup> through June 7<sup>th</sup>, 2013 and is summarized in Exhibit B, attached to this resolution; and

WHEREAS, an extensive local public process was also executed to provide additional opportunities for comments and project refinements prior to the final selection of the projects to recommend forward and is summarized in Exhibit C, attached to this resolution,; and

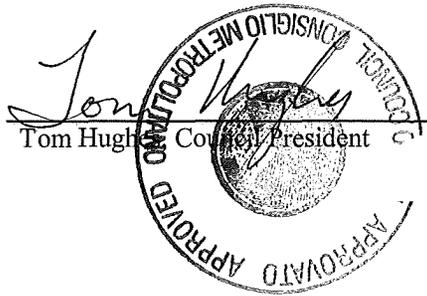
WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Policy criteria, local prioritization processes,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

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

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

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2016-18 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 7<sup>th</sup> day of ~~October~~ NOVEMBER 2013.



Approved as to Form:

Allison R. Kean, Metro Attorney

### 2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 <sup>th</sup> Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000
City of Portland	N. Going to Swan Island Freight Improvements	Portland	GE/FI	CONS	\$500,000	\$557,227
	South Rivergate Freight Project	Portland	GE/FI	CONS	\$3,222,000	\$4,164,507
	OR 99W: SW 19th Avenue to 26th Avenue - Barbur Boulevard Demonstration Project	Portland	AT/CS	CONS	\$1,894,600	\$2,111,445
	Foster Road: SE Powell 90th Pedestrian/Bicycle/Safety Phase II	Portland	AT/CS	CONS	\$2,063,400	\$5,313,400 <sup>(1)</sup>
	Southwest in Motion (SWIM) Active Transportation Strategy	Portland	AT/CS	PLAN	\$272,000	\$303,132
	Portland Central City Multimodal Safety Project	Portland	AT/CS	PLAN/CONS	\$6,000,000	\$6,686,727
	East Portland Access to Employment and Education Multimodal Project	Portland	REOF	CONS	\$8,267,000	\$9,213,195
<b>E. Multnomah County</b>	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	Gresham	AT/CS	CONS	\$3,644,000	\$4,644,318

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.

(2) NE 238<sup>th</sup> total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

	NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project	Multnomah County	REOF	PD	\$1,000,000	\$8,421,944 <sup>(2)</sup>
	Troutdale Industrial Access Project	Port of Portland	REOF	CONS	\$8,000,000	\$14,797,827
<b>Clackamas Coounty</b>	Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bikelane Project	Clackamas Co	AT/CS	CONS	\$1,901,092	\$3,806,673
	SE 129th Avenue Bikelane and Sidewalks Project	Happy Valley	AT/CS	CONS	\$2,485,016	\$3,105,644
	Clackamas County Regional ITS Project - Phase 2B	Clackamas Co	GE/FI	CONS	\$1,230,000	\$1,370,799
	Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	Gladstone	AT/CS	PLAN	\$201,892	\$235,000
	Sunrise System: Industrial Area Freight Access and Multimodal Project	Clackamas Co	REOF	CONS	\$8,267,000	\$8,268,563
				<b>Sub-total:</b>	<b>\$68,018,000</b>	<b>\$128,605,296</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$9,190,000	N/A
High Capacity Transit					\$48,000,000	N/A
Transportation System Management & Operations					\$4,640,000	N/A
Regional Travel Options					\$7,010,000	N/A
Corridor & Systems Planning					\$1,540,000	N/A
Regional Planning					\$3,630,000	N/A
Regional Freight Analysis and Project Development <sup>(3)</sup>					\$500,000	N/A
				<b>Sub-total:</b>	<b>\$74,510,000</b>	<b>N/A</b>
				<b>Grand Total:</b>	<b>\$142,528,000</b>	

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.

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(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

## **Introduction**

As part of the 2016-2018 Regional Flexible Fund Allocation (RFFA) process, Metro held a 30 day regional public comment period between May 8 and June 7, 2013. This was an initial step to gain public feedback on the 29 local projects and five region-wide programs nominated for 2016-2018 flexible funds. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. For the regional public comment, Metro took a “cast a wide net” approach to contacting stakeholders for input as well as targeting communities in proposed project areas and providing language assistance where needed. Nearly 800 comments were received, the majority coming through the use of the online web comment form. Additionally, a total of 26 people provided testimony at a joint Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) public hearing held May 30, 2013.

## **Public comment responses**

Following the end of the regional public comment period for the 2016-2018 flexible funds, the regional public comment summary and individual comments received were forwarded to each sub-region to distribute to the nominating agencies and local decision makers. Additionally, Metro and ODOT staff provided technical comments on the 29 projects. Metro asked all nominating agencies to respond to the comments and consider revising project elements based on the comments in order to encourage the best project possible. The responses to comments were allowed to be bundled based on comment theme, which was summarized in the regional public comment report. All responses to comments were requested to be completed prior to the local process public comment opportunity to allow stakeholders the opportunity to comment on the most recent version of the project.

All public comment responses were compiled into the 2016-2018 regional flexible funds public comment matrix. In general, the project sponsors replied to the following main themes:

- Support of pedestrian and bicycle safety;
- Support connecting people to jobs and improved access to businesses and industrial areas;
- Specific project design issues for specific projects;
- Opposition to the use of transportation funds for bicycle improvements;
- Support for investing in tools that can provide data and analysis to effectively make decisions for freight improvements.

For comments which were generally in support of the project, the project applicant could elect to not provide a response. Applicants were asked to respond to substantial comments, such as comments requesting clarification on elements of the project, including aspects of the scope, financial, etc. These comments received clarifying responses. Some project-specific and design-oriented comments received detailed feedback from the nominating agencies. In some cases, the design-specific responses received an explanation of the design decision. In other cases, the project applicant committed to look further into the suggestion or incorporate the design-specific suggestion into the project.

## **Process comments and next steps**

Metro also responded to process and nomination-oriented comments received. Two environmental justice/housing advocacy organizations submitted comments expressing concerns about the RFFA project nomination process meeting meaningful, early, and continuous participation and the intent of Title VI. Metro staff provided responses to these comments, which are incorporated into the public comment response matrix. The two process-oriented comments address several new federal regulations to which MPOs are to comply, but have been provided minimal guidance. Metro is

working to shape public involvement guidelines to meet the requirements of the new regulations and several of the comments received will be considered in the development of new standards to shape the next regional flexible fund allocation process. Metro will continue to seek process improvements to provide accessible input opportunities, to consider community priorities and also to meet federal requirements.

### Appendix: 2016-2018 Regional Flexible Funds Allocation (RFFA) Public Comment Response Matrix

As part of the 2016-2018 Regional Flexible Fund Allocation process, Metro held a 30 day regional public comment period that ran between May 8 and June 7, 2013. This was an initial method to gain public feedback on all the projects submitted/nominated for 2016-2018 flexible funds (29 projects along with five region-wide programs). The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Additionally, Metro held a public hearing on May 30 to collect oral testimony.

Following the 30 day regional public comment process, the comments collected were shared with the project applicants for review. The purpose in sharing the collected comments was to provide project sponsors an opportunity to view community input as well as respond to concerns or make project modifications if appropriate.

The project applicants completed the public comment responses prior to conducting their own public involvement process. During the local public involvement process, members of the public had the opportunity to see how the project applicants responded to the regional public comments. The responses helped to inform the prioritization among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro Council for approval in October 2013.

The following matrix outlines the project applicant’s responses to the regional public comments. Additional comments were also received through the local public involvement process, which are not identified in this public comment response matrix.

#### 2016-2018 RFFA Comment and Process

Public Comment	Metro Response (if applicable)
<p>JPACT has not met the federal standard of meaningful, early, and continuous participation in the development and selection of projects in:</p> <ul style="list-style-type: none"> <li>• The JPACT decision process</li> <li>• Ensuring local agency applicants consider procedural and distributive equity with project proposals.</li> </ul>	<p>Metro approach to crafting a public process associated with the allocation of regional flexible funds and the upcoming development and approval of the MTIP to go well beyond the minimum federal standards required (23 CFRs 450.316 and 23 CFR 450.324 (b)). The public process is also consistent with the regional participation plan that guides regional public involvement activities. More specific instances cited by the commenters regarding this statement are documented and responded to below.</p>
<p>Require proposals to clearly demonstrate meaningful community engagement that identified the project as meeting a prioritized need. Reject proposals that do not provide a clear indication of how it was developed to meet a community need and will result in a more equitable distribution of benefits and burdens.</p>	<p>Prior to nomination for regional flexible funds, projects have usually undergone a planning process which identified the project as a priority for funding. The planning process makes the prioritization decisions based on the community input received and a technical analysis of community needs and gaps.</p> <p>However, some projects nominated for regional flexible funds may not have undergone a planning process, but the funds are for the purpose of conducting the planning process.</p>

	<p>Specific needs of communities of concern are addressed by some of the regional flexible fund criteria, but other criteria are also adopted for consideration in prioritizing projects for funding. All projects are evaluated to each of the criteria. Many projects serve multiple purposes and look to balance criteria.</p> <p>Criteria specifically related to communities of concern for Active Transportation &amp; Complete streets projects are:</p> <ul style="list-style-type: none"> <li>i. improve access to priority destinations of mixed-use centers, large employment areas, schools, and essential services</li> <li>ii. how a project directly serves traditionally underserved communities and responds to the needs of these communities.</li> </ul> <p>Criteria specifically related to communities of concern for Freight &amp; Green Economy projects are:</p> <ul style="list-style-type: none"> <li>i. contributions to greening the economy – creating a low carbon, resource efficient and socially inclusive economy,</li> <li>ii. Anticipated reduction in impacts such as noise, emissions, land-use conflicts, etc, to EJ communities.</li> </ul> <p>Criteria specifically related to communities of concern for Regional Economic Opportunity fund projects are:</p> <ul style="list-style-type: none"> <li>i. Improve accessibility of disadvantaged populations</li> <li>ii. efforts to support opportunities for low-income and disadvantaged populations</li> <li>iii. Provide opportunities for small businesses and disadvantaged business enterprises</li> <li>iv. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities</li> </ul> <p>Projects have been evaluated on addressing these criteria for consideration in the prioritization process. The process is defined for decision makers to consider the performance of projects across all criteria to inform their selection of projects. However, this comment has been provided to decision makers for their consideration.</p>
<p>Require applicants to conduct a threshold demographic analysis of the potential disparate impacts</p>	<p>Applicants were asked in the nomination process to demonstrate how demographic information and community needs were taken into consideration when prioritizing and nominating the project for funding.</p>

	<p>Applicants responded explaining the planning process which identified the projects, the outreach to environmental justice communities, other concurrent efforts to identify community needs, and different data resources used to help inform the project's nomination for regional flexible funds. For some applications, additional follow up questions were asked for clarification. While the applicants were not asked to conduct a project level disparate impact analysis, the projects nominated had to demonstrate how the projects met the needs of environmental justice communities through technical analysis and public involvement.</p> <p>A disparate impact analysis will be conducted for the 2015-2018 Metropolitan Transportation Improvement Program to assess whether the region's investments in public transportation in aggregate causes disparate impacts.</p>
<p>Require a community needs assessment for each project proposal</p>	<p>The current definition of needs for communities of concern is derived from the planning processes that identified the transportation projects now being nominated for funding. Project applicants have summarized their planning process, including outreach and participation by communities of concern, as part of the application. For each funding category, the applicant was also required to describe in the application how the project addresses needs relative to that category (e.g., the Active Transportation &amp; Complete Streets). Applicants must describe how the project serves those communities and addresses transportation barriers of these communities to essential services. Applicants were encouraged to use both regional demographic data and their own local knowledge, data, and planning activities to inform these responses.</p>
<p>Require public involvement log for all engagement in advance of proposals</p>	<p>Metro requests agencies document and maintain records for the meetings and attendance for public involvement in the development of local transportation plans that lead to the pool of eligible projects for federal funding. Agencies are required to summarize their activities but not submit documentation with project proposals. This guidance is part of the Public Engagement Guide, currently under development. These comments will be forwarded to the staff of the Public Engagement Guide update for consideration in that process.</p> <p>While public involvement logs were not specifically requested as part of the application for the 2016-2018 regional flexible fund, Metro retains the right to be able to request additional public involvement information as necessary.</p>

	<p>At this time, the documentation summarizing the public process to identify community needs is sufficient documentation of public involvement.</p> <p>The RFFA public involvement process guides the comment process on nominated projects. Comments and attendance at public meetings is tracked at this time.</p>
<p>Require disclosure of demographic composition of decision-making bodies</p>	<p>Disclosure of the demographics of decision-making bodies does not provide relevant information as these bodies are composed of elected officials chosen by the citizens of the jurisdiction. The decision making bodies for the allocation of the regional flexible funds is jointly held by JPACT and the Metro Council. The Metro Council is also an elected body. The membership of JPACT is defined by Metro Code 2.19.090 to include representatives from various regional jurisdictions and agencies.</p> <p>Title VI does not apply to disclosure of the demographic composition of elected bodies.</p>
<p>Concern that REOF projects were committed funding prior to disparate impact analysis. Only allocate funds to projects that can demonstrate equitable outcomes based on a sound disparate impact analysis, inclusive of exposure to air toxics.</p>	<p>Funding is not committed until it is adopted in the MTIP.</p> <p>Metro will conduct a disparate impact analysis on all public transportation projects proposed for funding as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. The methodology for this analysis is being developed. The public comment period on the 2015-18 MTIP, including the disparate impact analysis of public transportation investments and the burdens and benefits analysis, is currently scheduled for early in 2014.</p> <p>Many of the projects that have been proposed for the REOF category of funding are not public transportation (transit) projects and will not be subject to the disparate impact analysis required by the Federal Transit Administration. All of the projects will, however, be subject to the burdens and benefits analysis.</p>
<p>Not in compliance with the Carbon Monoxide maintenance plan transportation control measures, therefore the recent RTP amendment to include Brookwood interchange project is not legal.</p>	<p>The conformity analysis for the 2035 Regional Transportation Plan with amendment demonstrated the region met the two tests for conformity: remaining under the region's allocated emissions budget and showing progress towards the implementation of the transportation control measures. Emissions analysis and the best information available to date were used for the analysis.</p>

	<p>The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the reconformed 2035 Regional Transportation Plan in May 2013. Federal approval was received on September 25, 2013. This approval is valid until adoption of the 2014 RTP and 2015-18 MTIP.</p>
<p>Metro must conduct a disparate impact analysis on funding of public transportation projects and if disparate impacts are found to exist, determine whether there is a substantial legitimate justification for the policy(s) that resulted in disparate impacts. Based on actions related to the Region Economic Opportunity Fund, we find it difficult to imagine a “substantial legitimate justification” exists if a disparate impact is found.</p>	<p>Per Title VI requirements, Metro will conduct a disparate impact analysis on all public transportation projects proposed for fund programming as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. The methodology for this analysis is beginning development. The public comment period on the 2015-18 MTIP, including the disparate impact analysis of public transportation investments and the burdens and benefits analysis, is currently scheduled for spring 2014.</p> <p>Many of the projects that have been proposed for the Regional Economic Opportunity Fund category are not public transportation (transit) projects and will not be subject to the disparate impact analysis required by the Federal Transit Administration. All of the projects will, however, be subject to the burdens and benefits analysis.</p>
<p>Metro must analyze the effects for each part of the proposed project on the neighborhoods to be effected. Metro should engage representatives of communities of color and underserved populations to establish a disparate impact methodology.</p>	<p>Metro will conduct a benefits and burdens analysis as part of the 2015-2018 MTIP to look at the effects the proposed projects and program have across different communities. The methodology for this analysis is in the beginning stages of development, but will likely include a geospatial component to look at benefits and burdens in the immediate neighborhood the projects affect.</p> <p>Metro will also conduct a disparate impact analysis on all public transportation projects proposed for fund programming as a part of the development of the 2015-18 Metropolitan Transportation Improvement Program. Per the Title VI requirements, this methodology will look at public transportation investments in aggregate to assess disparate impact. The methodology for this analysis is beginning development.</p> <p>Metro will be seeking feedback and input to the benefits and burdens methodology as well as the disparate impact analysis methodology from regional stakeholders, which include representatives of environmental justice communities.</p>
<p>Metro should strive to review block group data to ensure that demographics at the tract level are not masking disproportionate impacts. Specific concerns about current data include: providing source definition of essential services, definition of mobility related to age of</p>	<p>Metro strives to disaggregate data to the smallest geographies possible without sacrificing the integrity of the data or the analysis. In certain cases, the only datasets available for the analysis prohibits using data at a smaller geography than the census tract or block group because reliability of the data</p>

<p>sidewalk data and inclusion of “almost frequent” transit service, and reliance of LIFT data rather than disabled populations to analyze disability.</p>	<p>becomes questionable. Metro has worked diligently to find proxy data to help inform analyses when appropriate, uses the best data sets available, and describes relevant issues regarding limitations of the data and analysis.</p>
<p>Must first conduct a needs assessment in order to evaluate projects for their ability to enhance mobility and improve transportation choices.</p>	<p>The current definitions of needs for communities of concern is derived from the planning processes that identified the transportation projects now proposed for funding. Project applicants have summarized their planning process, including outreach and participation by communities of concern, as part of the application. For each funding category, the application also required applicants to describe how the project addresses needs relative to that category (e.g., the Active Transportation &amp; Complete Streets). Applicants must describe how the project serves those communities and addresses transportation barriers of these communities to essential services. Applicants were encouraged to use both regional demographic data and their own local knowledge, data and planning activities to inform these responses.</p>
<p>TIGER criteria requires a cost-benefit analysis, including health effects.</p>	<p>The TIGER program requested a cost-benefit analysis as a means for applicants to describe the competitiveness of their candidate projects. The analysis was used by DOT staff as one basis for which to recommend funding for projects in a highly competitive process, with the understanding that the level of resources devoted to preparing the analysis should be reasonably related to the size of the overall project amount.</p> <p>The REOF applications were based on TIGER criteria, with some modifications approved by JPACT, but a formal cost benefit analysis attempting to quantify benefits and compare to project costs was not required of the applicants in describing their projects benefits relative to the criteria. Applicants were required to describe the benefits of their projects relative to the criteria to the best of their knowledge. This included both quantitative and qualitative descriptions but not necessarily a monetized estimate of the benefits compared to costs.</p> <p>The projects nominated for the REOF were previous applicants for the TIGER federal funding competition. For the previous applications, the applicants completed a cost-benefit analysis. While the REOF criteria is modeled from the TIGER criteria, the previous cost-benefit analysis was to inform the narrative of the application, but was not required to be submitted.</p>
<p>Lack of a comprehensive community engagement process to help develop</p>	<p>The essential services analyzed for accessibility by communities of concern</p>

<p>a broad list of essential services for active transportation and complete streets criteria.</p>	<p>were defined as a part of the development of the transportation equity analysis methods first derived in Fall/Winter of 2011-12. A work group of representatives from non-profit agencies, government agencies, and advocacy groups working with members of communities of concern were asked to review and comment on the methodology for transportation equity analysis. This included reviewing the definition of an essential service and the list of essential services used in the analysis.</p> <p>Metro is also beginning a holistic review of this agency’s role and responsibilities regarding achieving its desired outcome of distributing the benefits and burdens of growth and change equitably and committed to advancing equity across the agency to create a vibrant and sustainable region for all. This comment has been shared with the staff that will be supporting this effort for consideration in their scope of activities.</p>
<p>Concern that other criteria may work against environmental justice criteria.</p>	<p>There is an adopted balance of criteria across many policy objectives. The specific needs of communities of concern is addressed by some of the criteria but other criteria are also adopted for consideration in prioritizing projects. All projects are evaluated to each of the criteria and have varying degrees of impact to them. Decision makers are asked to consider the performance of projects across all criteria, including trade-offs between potential competing effects between the various criteria, when selecting projects.</p>
<p>Concern that the outreach/education criteria (in the Active Transportation and Complete Streets category) is only a “priority” criteria relative to higher rank criteria, which is contrary to Title VI compliance with early, meaningful and continuous outreach.</p>	<p>This criterion is not to address the planning and programming requirements of public engagement. This criteria evaluates the applicant agency’s consideration and commitment to provide program support to educate and promote the use of active transportation projects after construction in order to maximize the benefits of providing these investments. Further clarification will be made to this criteria to in future processes.</p>
<p>Decision on 100% list for REOF potentially violates Title VI. Members of the community were not given an opportunity to weigh in on the inclusion of the projects on the list does not meet threshold of early and continuous public outreach.</p>	<p>There is a distinction between having a competitive process for the allocation of funds and meeting Title VI requirements for public input for allocating and programming federal transportation funds. Title VI does not require a competitive process between proposed projects.</p> <p>The REOF projects were nominated by the Joint Policy Advisory Committee on Transportation (JPACT) for Regional Flexible Funds. These projects had been identified, prioritized, and nominated in previous competitive processes (e.g. TIGER federal grant program) for funding. During these previous processes, members of the community were also provided opportunity to comment.</p>

Concluding recommendations: listed types of projects commenters want to see prioritized for funding.	The types of projects the commenters want to see prioritized for funding were forwarded as input to decision makers.
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### Active Transportation and Complete Streets

#### Clackamas County Projects

#### Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bikelane Project

Public Comment	Agency Response
Overwhelming support to improve bicycling and pedestrian access, particularly for area schools, children and transit users.	No response
Many noted that the community has been requesting this project for years, and is well-organized around and supportive of the project.	No response
Many felt that Jennings Avenue is unsafe for biking and walking due to lack of sidewalks which forces people to compete with fast-moving auto traffic.	No response
Many said that the project will allow for safe and bicycle pedestrian access to the Trolley Trail, to transit (bus transit on McLoughlin and Jennings), and local shops.	No response
Several noted that there are many apartment and multi-family dwelling in the area whose residents do not currently have safe access to transit on Jennings.	No response
Many noted that Jennings is the main east/west connection used heavily by cyclists and pedestrians in the area and there are not good ped/bike routes going east or west.	No response
Nine suggested that the project be extended to Webster Road on the east and ten suggested extending the project to River Road on the west.	The County considered extending the project to the east and to the west but the additional costs would be substantial. Extension of the project to Webster Road to the east is estimated at \$3M. Extension of the project to River Road to the west is estimated at \$1.2M. The costs are substantial due to steep slopes, the need to purchase a significant amount of right-of-way, and the need to move transmission lines along both the north and south sides of Jennings Avenue.

<p>Upgrading the storm water runoff system was recommended.</p>	<p>One of the primary issues with the project plan area is a lack of storm water facilities. This creates problems with runoff and contributes to deteriorated water quality in Boardman Creek. The project will provide enhanced storm water facilities to capture and treat runoff. The project will endeavor to utilize sustainable practices such as the use of water quality swales and pervious concrete. Storm water improvements will aid in reducing untreated runoff within the Boardman Creek watershed and assist in improving water quality within the creek.</p>
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Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City

Public Comment	Agency Response
<p>No road dollars should be used for this. Tax bikes and use parks dollars. If it doesn't create/improve roads for cars then stay out of the road funds!</p> <p>Once again Clackamas County only proposes urban projects and leaves nothing for the rural areas. This is the main reason that rural Clackamas County supports the formation of an ACT. The right turn project at Union Mills and Highway 213 was on the original Interim STIP project list but was lost to all urban projects. The 129000 Rural Clackamas County people could not even get representation on the Interim STIP. Rural people drive cars. Since there is no place even in this study to make other comments I have made them here.</p> <p>Project should focus on different improvements and different than the ones proposed i.e. vehicles crossing to hwy. 43 Kruse Woods employment area.</p>	<p>This was a generic public comment used on most of the projects. These funds address the bigger picture, which is providing transportation alternatives in order to get more cars off the road and give people more options that are safe and accessible. Many citizens own vehicles and pay the associated taxes, but are looking for those alternatives that will connect them to their communities in a more meaningful way. This project answers that need.</p>
<p>I live in the area of the Trolley Trail and I am very supportive of the trail. However I'm not sure this bridge is the best use of our tax dollars. The High Rocks bridge is not far from the Trolley Trail and seems to provide an adequate crossing for bikes and pedestrians.</p> <p>I'm all for more bridges but we have the highrocks bridge very close to this location. Wouldn't it make more sense to spread them out more?</p>	<p>In this project we are looking for a direct path from the existing Trolley Trail to the existing trails on the Oregon City side of the river. This project would not only preserve a historic asset, but provide this direct connection and loop option to enhance the trail experience. The trails aren't just for getting from A to B, but they are about the experience. The Trolley Bridge could potentially be donated for this project, making it the ideal situation for redevelopment.</p>
<p>This project would not in any way help people to go anywhere except across the Clackamas River. There are already two bridges in the area that does that already. Don't waste tax dollars on something the Union Pacific Railroad needs to take down to get rid of a public hazard.</p> <p>Yes the bridge in question needs to be removed before it falls into the</p>	<p>This project would allow the citizens a safe, direct path from the end of the existing Trolley Trail to the established trails on the Oregon City side of the river. The McLoughlin bridge option is unsafe for pedestrians and bicyclists and is currently one of the most dangerous stretches of highway in Oregon for pedestrian/bicycle/vehicle accidents. It is our intent that this bridge redevelopment project detour people away from McLoughlin onto a safe and</p>

<p>Clackamas Rive and contaminates the water with all of its lead paint. Let Union Pacific be responsible for it and mandate them to remove it.</p>	<p>separated trail system. The 82nd Avenue Bridge is currently 13 blocks from McLoughlin, or 16 blocks from the end of the existing Trolley Trail. We feel that a direct path down Portland Avenue makes more sense.</p> <p>Though abandoned, the current bridge has been modified to increase its safety. The Gladstone side has been fenced off and the Oregon City side has had its egress girders removed. The bridge structure itself is not unsafe. The bridge has had a cursory inspection by both the Union Pacific Railroad and a two third party structural engineering firms (one that specifically deals with bridges of this type). None of which believe there is any concern about the bridge falling into the river. Regarding the lead paint. The design standard at the time the bridge was built was unpainted steel. The third party bridge engineering firm has completed similar bridge redevelopment projects and agrees that the bridges of this era and design were generally left unpainted. It is their belief that the bridge has over 100 years of built-up sediment and grime, as well as rust, on the structure not lead paint. The feasibility study would determine the true condition of this structure, allowing a decision to be made based on facts instead of second guesses.</p>
<p>My biggest concern is more taxes being leveed on property owners. For those of us on very limited incomes it is a burden that just keeps growing. Yes it would be nice to have this developed but it is not a necessity. A grant is one thing more taxes to complete is another. Just like the light rail that is tearing up so much of our area and is not necessary but we have to put up with it and in the end will be detrimental to the area as crime increases.</p>	<p>This project is an application for a grant to determine the feasibility of redeveloping the Trolley Bridge. We are not asking for a tax levy to fund this project. If it is found that this bridge would make a viable connection over the river, then we will seek partner funding to develop it instead of asking for taxes. So far we have support from Metro, Oregon Dept. of Transportation, Union Pacific Railroad, Clackamas County and Clackamas Water and Environmental Services for the redevelopment piece.</p>
<p>This project could eventually lead to a vital safe extension of the Trolley Trail into Oregon City creating a more meaningful north-south route that is safely apart from 99E. The current nearby alternative for bicyclists and pedestrians is crossing the Clackamas River on 99E which is not connected to the Trolley Trail and neither 99E nor the bridge do a good job facilitating comfortable access into or out of Oregon City for bike and ped.</p> <p>A study should be conducted on improving bicycle safety along Portland Avenue in Gladstone where the Trolley Trail runs on a downtown surface street. It is already a low-speed street but could use some better separation and signage.</p>	<p>Thank you for your support! In answer to Question 2, the City of Gladstone and the Oregon Dept. of Transportation completed a Portland Avenue Redevelopment Plan in 2008 which covered the transformation of Portland Avenue from Nelson Lane (just past the High School) to the river. Included in this plan was an integrated, separated bike lane and widening the sidewalks for better pedestrian access. The plans are available on the City of Gladstone website. We are hoping that the redevelopment of this bridge would be the first step in the full redevelopment plan.</p>

<p>The existing bridge is a fantastic potential resource that really needs to be explored for its possibilities!</p>	
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SE 129<sup>th</sup> Avenue Bikelane and Sidewalk Project

Public Comment	Agency Response
<p>Improve the intersection of SE Mountain Gate and SE 129th Avenue</p>	<p>The City is currently reviewing the traffic counts at this intersection to see if improvements, such as a signal or three-way stop, is warranted.</p>
<p>Other suggested improvement projects were noted throughout the City of Happy Valley</p>	<p>The City is aware of other areas that need sidewalks or bike lanes, but this section of SE 129th Avenue is our highest priority. As funding come available, we will address these areas in order of priority according to our Transportation System Plan (TSP).</p>

Molalla Avenue: Beaver Creek Road to Highway 213

Public Comment	Agency Response
<p>All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Ave. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.</p>	<p>No response</p>
<p>People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk gaps along Molalla Ave. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.</p>	<p>Molalla Avenue is a major arterial for the City with a right of way width of 66 feet. The project improvements include new 10 foot sidewalks with landscaped buffers when feasible, a 6 foot bike lane, a median/ turn lane, and 2 travel lanes make up the overall right of way. One goal of the project is to improve safety by creating consistency with lane widths, configurations and controls throughout the length of the project. The median/center turn lane will act as a traffic calming feature as well as provide increased safety for vehicles entering and exiting the roadway.</p> <p>The project work will include pedestrian activated rapid flashing beacons at strategic locations to improve access to transit and increase the number of safe crossing opportunities in this area. The scope also includes upgrades to the intersections at Gaffney-Molalla and Clairmont-Molalla which will include synchronized signals for improved traffic flow.</p> <p>Within the project we realize there are existing sidewalks but we also have areas without sidewalk. The existing sidewalks include a mixture of new and old sidewalks. Much of the existing frontage was either built by private</p>

	<p>development improvements or have been in place since this section of roadway was the old highway 213 alignment under ODOT's jurisdiction. Our project intent is to only include the sidewalks that are old and worn out or not existing. We will not replace existing sidewalks that are more recent and built to the Molalla Ave. design standard and instead spend project funds to replace non-standard walks and fill gaps.</p>
<p>A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.</p>	<p>N/A</p>
<p>A few people suggested extending the project to improve all of Molalla Ave. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Ave.</p>	<p>Due to the retail and commercial development over many years we recognize the driveways that front this section of Molalla Ave. are inconsistent and non-standard. Many of the driveways are wider than they need to be and many of them could be reduced in size or eliminated to increase safety by reducing conflict points between drivers and pedestrians.</p> <p>The project will also include new street lighting throughout. We will also install new paving in the areas that the paving is worn out and in need of replacement or resurfacing.</p>

City of Portland

OR99W: SW 19<sup>th</sup> Avenue to SW 26<sup>th</sup> Way Barbur Boulevard Demonstration Project

Public Comment	Agency Response
<ul style="list-style-type: none"> <li>• Add curb extensions with greenspace and trees.</li> <li>• Install medians with trees in longer open stretches.</li> </ul>	<p>The project includes at least one curb extensions at the proposed enhanced crossings where on-street parking exists. The project includes green stormwater management facilities or other strategies to meet the Portland Stormwater Management Manual. This project does not currently include planting of new trees. This could be added as a contingency item. Inclusion of trees depends upon ODOT approval under their policy regarding trees. This will require ODOT engineering review and approval at the time of project design.</p>
<ul style="list-style-type: none"> <li>• Add a northeast-bound bike lane on 99W through project area.</li> <li>• Second phase of project should improve the old trestle fill</li> </ul>	<p>The project already includes adding a missing segment of bike lane inbound (northeast bound) from 24th Ave to 22nd Ave/Spring Garden Rd, as well as, if feasible, the outbound gap from SW 24th Ave to SW Spring Garden. Otherwise,</p>

<p>segment of Barbur Boulevard, between SW Evans and SW 19th Avenue.</p> <ul style="list-style-type: none"> <li>• Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp.</li> <li>• Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30th Avenue.</li> <li>• Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront.</li> <li>• Provide improved access at the Headwaters area and the fire station.</li> </ul>	<p>existing bike lanes will be maintained. Other missing segments are at viaducts, bridges or fill that require significantly greater investment to address. These segments are not included per response on page 1. Improving connection to SW Capitol Highway on-ramp, PSU, OHSU, Lair Hill and South Waterfront are all far from the project area and beyond a reasonable scope for this project.</p>
<ul style="list-style-type: none"> <li>• Install pull-outs for buses to assist in smooth traffic flow.</li> <li>• Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town.</li> </ul>	<p>The project already includes relocating the bus stops, per TriMet input, to accommodate bus-pullouts and bus stop enhancements to improve transit operations, safer access and comfort.</p>
<ul style="list-style-type: none"> <li>• Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.</li> </ul>	<p>The project could be amended to include bike sharrow pavement markings along SW 19th Ave, Capitol Hill Rd and SW 26th Ave with a nominal budget increase. We support this addition.</p>
<ul style="list-style-type: none"> <li>• Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings.</li> </ul>	<p>Pedestrian-activated, in-street lighted road level strips are not currently supported by PBOT. Maintenance and reliability are of concern. I do not believe they are supported by ODOT either. Enhanced crossings with RRFBs will have accessible pedestrian-activated push buttons at the sidewalk and on the median islands. Slow crossing pedestrians can push the button again on the island to get more time to cross. All crossings should be timed to meet MUTCD, AASHTO and ADA with 3.5 feet per second pedestrian travel speed. The crossing timing can be lengthened if there is a high population of elderly or disabled individuals.</p>
<ul style="list-style-type: none"> <li>• Improve drainage on the bridge over I-5 at 19th Avenue and Spring Garden, which currently pools, making walking near it dangerous.</li> </ul>	<p>This bridge is not on SW Barbur Blvd. It is outside the project scope. The City has a sidewalk project that will infill multiple missing gaps on SW 19th Ave connecting to this bridge. It includes a stormwater planter facility that may help address this concern. To Learn more, contact Chris Armes, 503-823-7051.</p>

Portland Central City Multimodal Safety Project

Public Comment	Agency Response
<p>This project received several supportive comments and some very specific recommendations.</p>	<p>We will be working through specifics during the project development phase and hope to address most concerns during that process.</p>

Foster Road: SE Powell to 90<sup>th</sup> Pedestrian/Bicycle Safety – Phase 2

Public Comment	Agency Response

	The project will improve safety along the Foster corridor by installing a significant number of marked protected crossings, median refuge islands and curb extensions.
	Installing bicycle facilities is also a priority for the corridor to enhance access, convenience and safety, striving for separation from traffic while balancing other project needs such as on street parking and quality sidewalks. More bus shelters will be provided. Streetscape improvements will improve the aesthetics of the corridor and add trees, landscaping and swales where suitable, which in turn will help economic development and livability.
	The project extends to SE 90th so it will cover the area east of SE 82nd. The project will distribute improvements through the length of the corridor. Careful consideration will be given to the elimination of on street parking and the traffic effects of reducing general travel lanes in the corridor.

Powell-Division Corridor Safety and Access to Transit Project

Public Comment	Agency Response
All 22 public comments were supportive of this project. There were several suggestions for specific treatments at specific locations.	We will work with TriMet, ODOT and the community at large to determine the most appropriate locations and treatments for improving safety as the project implementation grows near.

St. Johns Truck Strategy – Phase 2

Public Comment	Agency Response
Regarding the specific comment in opposition that stated that improvements to the freight route on Lombard should be completed before changes to N Fessenden.	The proposed construction project includes both improvement of the N Lombard freight route, as identified in the St Johns Truck Strategy, simultaneously with the traffic calming and safety improvements along N St Louis/Fessenden.

Southwest in Motion

Public Comment	Agency Response
This project received several supportive comments and some very specific recommendations. There was a specific request that this project identifies ways of quickly and efficiently developing a safe and convenient network for walking and bicycling.	We will be working through specifics during the project development phase and hope to address most concerns during that process.

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road

Public Comment	Agency Response
All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County.	

<p>They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.</p> <p>A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Hwy 212 in the future, extending it to south of the Clackamas County line to ensure access to the east Metro area. One person noted that SE 242nd Ave is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet, SE 242nd Ave is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.</p>	
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Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits

Public Comment	Agency Response
<p>All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.</p> <p>One person suggested expanding the project to include all of Sandy Blvd. from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Blvd intersection, adding an additional lane on the south side of Sandy Blvd. from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.</p>	
<p>This project would be more successful if improvements were extended to 185th.</p> <p>I have lived off 185th and Marine Drive for the last 7 years. I use 185th and Sandy Blvd. intersection extensively and over the years have seen numerous near miss accidents. This includes people accessing Sandy Blvd. in both directions as well as turning onto 185th from Sandy Blvd. This is especially problematic during Boeing shift changes. Potential solutions to this problem is to put a stop light at 185th and Sandy Blvd. Another option is to add an additional lane on the south side of Sandy Blvd. from 181st to 185th and move the TriMet bus stop on the south side. This would allow Boeing employees traveling to work to access the southbound lane sooner. This also would allow a safe left turn onto Sandy Blvd.</p>	<p>Gresham response: the proposed project includes a new signal at 185th Ave. Relocation fo the TriMet station on the south side can be investigated with TriMet.</p>

<p>This route is used frequently by freight traffic due to the location of three freight companies in the vicinity of Sandy Blvd. Furthermore due to the large manufactures and other industrial sites in this area freight traffic is a constant. Without adequate transportation solutions there will be continued conflicts between freight vehicular and alternative modes of transportation.</p> <p>Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project</p>	<p>The proposed project reaches the City of Gresham limits. Improvements past city limits to 238th have been proposed by Multnomah County through other funding sources.</p>
<p>As the industrial park on 185th north of Sandy continues to grow there has been a dramatic increase in the amount of tractor/trailer traffic accessing Sandy Blvd. from 185th. The increased truck traffic makes an unsafe situation worse.</p> <p>Serious consideration should be given to including sidewalks and a bike lane.</p>	<p>The proposed project includes a multi-use path, sidewalks, and bike lane.</p>

Washington County

Canyon Road Streetscape and Safety Project

Public Comment	Agency Response
<p>All comments supported the project except one who wants no more bike lanes. People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Rd. They noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project is also supported by the Beaverton Visioning process, which specifically called out a need for traffic flow improvements on Canyon Rd, as well as safer bicycle and pedestrian amenities.</p> <p>Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, and improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Rd. to create a comprehensive bike/pedestrian corridor.</p> <p>One person suggested that the project could also install an alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV highway, or on Millikan to connect with existing path on 114th.</p>	<p>The City appreciates the opportunity to receive public input on this phase of the Canyon Road improvement project.</p> <p>Regarding bike facilities, the project will improve connections to low-stress bicycle routes on parallel streets (Broadway and Millikan). These will serve as east-west alternatives to Canyon Road through the downtown.</p> <p>The City has included the alternative bikeway network in its Capital Improvement Plan and anticipates completion in 14/15.</p>

Downtown Accessibility Project

Public Comment	Agency Response
<p>Two comments supported the project and one opposed the project because it</p>	<p>The City of Hillsboro will commence the Downtown Hillsboro Regional</p>

<p>would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA compliant sidewalks and improved lighting.</p>	<p>Center: Oak and Baseline Study (funded in the previous RFFA cycle) in 2014 to look at the issues related to walking, cycling, access to transit, access to businesses in Oak Street and Baseline Street area. The problems and potential solutions will be identified and studied. There are no predetermined solutions going into the study; instead, the pros and cons of every solution will be carefully considered. Issues such as ADA and lighting will be included in the study.</p>
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Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue

Public Comment	Agency Response
<p>Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158th. Suggestions were made to include benches and garbage and recycling facilities along the path.</p>	<p>As with all its trail projects, THPRD will include benches and garbage receptacles along the trail at key locations, such as intersections with streets, other trails, and points of interest. These locations are determined during the master planning and design development phases, which include the public involvement/outreach process. At this time, THPRD only include recycling facilities along its trails during special events.</p>

Fanno Creek Trail: Woodard Park to Bonita Road and 85<sup>th</sup> Avenue to Tualatin River Bridge

Public Comment	Agency Response
<p>One person suggested including benches along the trail, and another suggested keeping the trail at-grade as much as possible for ease of cycling.</p>	<p>Our intention is to design as much of the trail at-grade as possible, except where regulatory authorities require that it be elevated for environmental reasons. Benches are provided (memorial benches are often provided by citizens and organizations) along the current trail and we will continue to install benches along the newer trail sections.</p>
<p>One person suggested a safer crossing on the trail at the north end of Hall Blvd.</p>	<p>This crossing is in Beaverton, and is several miles north of the project area. The Tualatin Hills Parks and Recreation District is in the design phase of a project to improve this crossing.</p>
<p>Another person suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.</p>	<p>This section of trail is planned as a future phase of trail construction. The project could be expanded to include it now, but we figured it would take more planning work and alternatives analysis to flesh it out to a level where we would be comfortable applying for funding.</p>

Merlo/170<sup>th</sup> Complete Corridor Design Plan

Public Comment	Agency Response
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<p>All comments supported the project, and supported widening the road to improve traffic flow. The narrowness of the road leads to lots of traffic congestion, and is unsafe for bicycles to ride on. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts.</p>	<p>These comments speak to the complex multi-modal challenges that exist along 170th Avenue and Merlo Road, and the variety of important destinations that surround the corridor. Phasing the project is one of the ideas we wish to explore through this design plan – in particular, building pedestrian/bicycle improvements first, and then determining at a later date if road widening is needed.</p>
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**Pedestrian Arterial Crossings**

<b>Public Comment</b>	<b>Agency Response</b>
<p>All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area, which do not benefit from municipality funding.</p>	<p>It is very likely that SW 185th and Alexander will be studied as a potential crossing location, due to the cluster of business activity there, and Alexander’s potential as a neighborhood bikeway. Reaching schools is another important consideration. For this reason, SW 170th Avenue was included in the vicinity of Aloha-Huber Park K-8 School. Students who live just east of the school across 170th Avenue are bused because of the difficulty of crossing 170th Avenue on foot. Regarding the comment about unincorporated Aloha-Reedville, three out of the five crossing corridors are located here: Baseline, 185th and 170th.</p>

**Green Economy and Freight**

Clackamas County

Clackamas County ITS Project – Phase 2B

<b>Public Comment</b>	<b>Agency Response</b>
<p>Two comments support the project and one comments opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic</p>	<p>Two of the public comments listed below address general traffic and bike safety issues in the OR 224 and OR 212/224 corridors and in the Wilsonville area without directly commenting on the Freight ITS Project or any of the project elements. The third comment restates the County support for this project. The Freight ITS project is intended to address the high volume traffic and freight movement issues on the regional freight routes and the local arterial and collector streets in the project areas. In addition the project intends improve traffic safety and accessibility for all travel mode in these employment areas.</p>

City of Portland

South Rivergate Freight Project

<b>Public Comment</b>	<b>Agency Response</b>
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<p>Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.</p>	<p>This project will improve freight efficiency and safety by utilizing limited funding resources to implement freight improvements in the regionally significant South Rivergate Industrial District. The Portland Freight Committee identified the South Rivergate Freight Improvement project as their highest priority for Portland’s anticipated share of Green Economy &amp; Freight funding.</p>
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Going to Swan Island Freight Project

Public Comment	Agency Response
<p>Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement.</p>	<p>This project will improve safety by measuring the potential for conflicts between freight and other vehicles and all multimodal traffic. The safety improvements will be as a result of added traffic signal detection that will manage traffic effectively. The Portland Freight Committee endorsed this project and it is a project that is supported by the regional group TransPort.</p>

St. Johns Truck Strategy – Phase 2

*See Active Transportation and Complete Street section for this project*

East Multnomah County

Hogan Road: Powell Boulevard to Rugg Road

*See Active Transportation and Complete Street section for this project*

Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits

*See Active Transportation and Complete Street section for this project*

Washington County

Concept Development for Highway 217 Overcrossing at Hunziker Street

Public Comment	Agency Response
<p>Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.</p>	<p>No Response</p>

Silicon Forest Green Signals

Public Comment	Agency Response
<p>Seven comments all support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. Project has support from a member of the Washington County Board of Commissioners.</p>	<p>Staff agrees that the project will have all of these benefits. Recent adaptive signal work on an adjacent segment of Cornell Road has produced a 15% reduction in travel times, with the associated benefits of fuel efficiency and freight reliability. The Rock Creek Trail crossing element of the nomination would provide benefits to people walking and biking similar to those now experienced at the recently installed crossing of Evergreen Road along the same trail.</p>

**Tonquin Road/Grahams Ferry Road Intersection**

Public Comment	Agency Response
<p>11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. Project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and a member of the Washington County Board of Commissioners.</p>	<p>This high level of support speaks to the collaboration that took place among all of the stakeholders and jurisdictions during the Basalt Creek Transportation Refinement Plan. This project, along with other Basalt Creek infrastructure investments, will help advance economic development in this regionally-significant future employment area.</p>

**Regional Economic Opportunity Fund**

Clackamas County

Sunrise System: Industrial Area Freight Access and Multimodal Project

Public Comment	Agency Response
<p>Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project isn't needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.</p>	<p>The public comments on this project represent a variety of view points on the project – some support the project based on the benefits to the area to be served by it and some oppose the project based on the impacts of the project on the residents and businesses in the area.</p> <p>Four commenter's (Comments 1, 6, 9 and 10) support this project because the project will relieve congestion in the Clackamas Industrial Area. In addition some of the commenter's note that the project will improve vehicle, pedestrian and bike accessibility in this growing employment area. These improvements are also seen as improving air quality by allowing vehicle to mover more freely within the regional employment area.</p> <p>One commenter (Comment 1) raises the question of whether the funding for the entire Sunrise JTA project might be spent more effectively replacing the I-5 bridge over the Columbia or maintaining the Interstate System. The Sunrise JTA project funding is designated for the Sunrise Project Area by</p>

the Jobs and Transportation Act. This project supplements the original Sunrise JTA project and expands the benefits of the project to a more diverse group of users and leverage funding committed to the project by the State of Oregon.

One commenter (Comment 2) suggests that the project should be modified to improve access to the Lawnfield Area businesses that are impacted by the projects closure of the Lawnfield Road rail crossing. The Sunrise System project enhances access to these businesses by reconstructing Lawnfield Road between 98th Court and 97th Avenue so that it can be used by trucks. This project also improves bike and pedestrian access from the east to this business area. The suggestion of an “underpass” to improve access to this employment area is infeasible do to the topography and the configuration of the facilities being constructed as part of the JTA project. One commenter (Comment 5) suggests that the project should be cancel because of it impacts on residential and business use. This project in an enhancement of the Sunrise JTA Project which recently began construction and will be completed in 2015. Canceling the enhancement to the Sunrise JTA will increase the impact on the residential and business uses in the project area.

One commenter (Comment 5) suggests that the project not needed today but may be needed in the future. When this project is completed in a couple of years, it is expected that the Sunrise JTA Project and the Sunrise System Project will improve vehicle, pedestrian and bike accessibility in this growing employment area.

One commenter (Comment 7) suggests that the vehicle component of this project be removed and that only the bike improvements be undertaken. This project in an enhancement of the Sunrise JTA Project, which recently began construction and which will be completed in 2015. Canceling the vehicle travel enhancements to the Sunrise JTA will increase the impact on the residential and business uses in the project area.

One commenter (Comment 7) suggests that project will have mixed impact on the transportation disadvantage populations in the Clackamas Industrial Area - specifically the residents of the mobile home park located along the south boundary of the project. The Sunrise JTA project will construct a

	<p>sound wall to shield the residents of the mobile home park from the largest potential impact – increase levels of noise – as a result of the new traffic along the northern boundary of the mobile home park. On the other hand, the extension of the multi-use trail along the alignment of the Sunrise JTA project will be a major extension of regional bike and pedestrian facilities into this major employment area. This should produce a positive impact on the transportation disadvantage populations in the Clackamas Industrial Area.</p>
<p>The project has support from Oregon State Representative Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners</p>	<p>The following comments (Comment 3 from Clackamas County, Comment 4 from Eagle Creek Barton CPO and Comments 11 – through 22 from Representative Fagan) support this project based on the improved safety and accessibility provided by this project to the business in the Clackamas Industrial Area and areas along OR 212 and OR 224 to the east of I-205.</p>

City of Portland

East Portland Access to Employment and Education Multimodal Project

<b>Public Comment</b>	<b>Agency Response</b>
<p>Public comments were overwhelmingly positive for this project. The City and its partners have heard from constituents that the project area should be refined to take advantage of specific opportunities, including moving the boundary west to SE 82nd avenue; those comments came up during the public comment period as well.</p>	<p>At this time we’re considering the merit of that idea, along with other East Portland In-Motion priorities, and discussing with our partners the best way to get each priority project built. Prior to submitting the final application we hope to have a refined scope that meets the intent of this application and clarifies where and when the funding will be allocated and how that leverages other investments in the area.</p>

East Multnomah County

NE 238<sup>th</sup> Drive: Halsey Street to Glisan Street Freight and Multimodal Project (PE Only)

<b>Public Comment</b>	<b>Agency Response</b>
<p>11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.</p>	<p>The majority of comments are in support of the project, so the county has no additional responses to add.</p>

<p>I disagree with the need for bicycle facilities. This area is very steep and I doubt many bicyclists would choose this access to either Glisan or Halsey especially in winter. It should be primarily motor vehicle access. Have studies been done with bicyclists as to their projected use? Traffic has increased on this road over the years and will surely increase in the future so the improvement in the road as proposed is very welcome.</p>	<p>The NE 238th project was studied as part of and was identified as the top priority project of the East Metro Connections Plan (EMCP). The EMCP included studies that looked at regional mobility for all modes, including level-of-service for bikes and pedestrians. The NE 238th/242nd/Hogan Road is an identified key north-south connection and the improvements identified provide for safe travel for motor vehicles, bikes and pedestrians and address future needs as found in the EMCP.</p>
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Troutdale Industrial Access Project

Public Comment	Agency Response
<p>All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.</p>	<p>Since all comments are in support of the project the Port of Portland has no additional response.</p>

Washington County

US 26/Brookwood Interchange Industrial Access Project

Public Comment	Agency Response
<p>One comment offers tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.</p>	<p>The planned number of lanes for nearby streets are illustrated in the current Hillsboro Transportation System Plan (TSP). The City of Hillsboro continues to look for opportunities to create roadway connectivity, improve safety, complete the pedestrian and bicycle network, work with partner agencies to improve transit service; and only consider capacity increase (road widening) when they are absolutely necessary.</p>

Regional Programs

The five regional programs: Regional Transportation System Management and Operations, Regional Travel Options, Transit Oriented Development, Corridor Planning, and Regional Planning did not receive any public comments

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# Public comment report

Regional flexible funds allocation  
Proposed projects for 2016-2018  
funding cycle

June 2013

## About Metro

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## About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region.

### JPACT Members

Carlotta Collette, Metro Council, JPACT Chair	Charlie Hales, City of Portland Nick Fish, City of Portland	Rian Windsheimer, ODOT Nina DeConcini, DEQ
Shirley Craddick, Metro Council, JPACT Vice Chair	Donna Jordan, City of Lake Oswego Tim Knapp, City of Wilsonville	Andy Ginsburg, DEQ Don Wagner, WSDOT
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Roy Rogers, Washington County	Dan Blocher, TriMet	Steve Stuart, Clark County
Andy Duyck, Washington County	Jason Tell, ODOT	Peter Capell, Clark County

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

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## INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2016-18 AND PUBLIC INVOLVEMENT APPROACH

### Background

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality, and the Surface Transportation Program. As part of this process, Metro seeks feedback from the public to help shape projects proposed for funding. For the 2016-2018 Program Metro engaged in a collaborative process with local governments to nominate projects for 2016-2018 flexible funds. Local governments were asked to nominate projects which met the criteria of different competitive categories: 1) active transportation and 2) green economy and freight. The regional economic opportunity fund projects had been previously nominated by JPACT.

As an initial method to gain public feedback on projects, Metro publicized all the projects submitted for 2016-2018 flexible funds (29 projects along with five region-wide programs) for a 30-day public comment period that ran between May 8 and June 7, 2013. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Metro also held a public hearing on May 30 to collect oral comments.

Comments collected have been shared with the project applicant jurisdictions for review, response and project modification if appropriate.

Following the 30 day public comment process and project applicant review of comments, county coordinating committees and the Portland City Council will conduct their own public involvement process and prioritize among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro for Council approval in October 2013.

## **OUTREACH APPROACH**

The public comment outreach effort focused on notifying the communities that would be most impacted by the 29 proposed projects, with additional broader notification to the region as a whole. Staff reached out to local community groups, faith-based organizations, agencies and community media.

For this outreach effort, a web-based comment form was the primary tool used to receive public comments with comments also received via phone, email and letters. Metro held a public hearing to provide an opportunity for the public to give oral testimony before members of the Metro Council and JPACT.

The public hearing was held on May 30, 2013 starting at 5 p.m. in the Metro Council Chamber. Members of the public were invited to provide oral testimony and to submit written comments. All project materials at the hearing, including fact sheets, sign in sheets, testimony cards, and comment cards, were provided in English, Spanish, Chinese, Vietnamese, and Russian. Staff was trained to access a phone translation service to accommodate any participants requiring language translation. A total of 26 people participated in the public hearing; none requested language assistance.

### **Outreach to Limited-English Proficiency Populations**

Metro sought to include all project area residents in the comment process, including those with limited-English proficiency (LEP). Metro used 2006-2010 ACS Census data to determine the languages spoken by at least five percent of the population or 1,000 persons within a one-half mile radius of each of the 29 proposed projects. Analysis showed that Spanish, Russian, Chinese and Vietnamese were spoken in the vicinity of several projects. Metro also looked at school district data and found that LEP speakers of these same languages lived in the vicinity of some projects.

Based on this data, Metro translated program background, introductory materials, and short project descriptions for the online comment tool in the four identified languages. In areas with higher percentages of non-English speakers, Metro translated longer, more detailed project descriptions into the appropriate language(s). Members of the public were encouraged to provide comments in any language via the online tool, email or a phone call (which would be assisted by a phone translation service). Metro also created fact sheets in the four identified languages for distribution to faith-based and non-profit organizations that work with non-native English speaking communities in project areas. In addition, Metro created bilingual advertisements to notify the public about the comment period in local newspapers in the project areas that had greater concentrations of non-English speakers. A full list of this outreach is available in Appendix B.

### **Notification of Comment Period**

Metro's efforts to publicize the comment period and ways to comment included:

**Email blasts** – Metro announced the opening of the comment period to its interested persons list, which included approximately 1400 people, as well as to its local partners and coordinating committees. Local partners were encouraged to forward the email to their constituents and contacts. A second, third and fourth email reminded recipients about the comment period and announced the public hearing date.

**Email to Councilors and Metro Chief Operating Officer** – Metro announced the opening of the comment period and the public hearing date, and encouraged Councilors to forward the email to constituents and community contacts and include notice in their e-newsletters.

**Newsfeeds** – Metro encouraged public comments through several newsfeed stories, sent to media and interested parties and prominently placed on the Metro homepage. The newsfeed currently has 600 subscribers.

**Multiple-language newspaper advertising** – Advertising was placed in thirteen project area newspapers, encouraging readers to provide comments and attend the public hearing. Many of the ads were published in multiple languages, including Spanish, Vietnamese, Chinese, and Russian, based on the languages spoken in the area of newspaper distribution. A full list of newspaper advertising is included in appendix B.

**Outreach to community leaders** – Metro sent personalized emails to sixty Equity/Environmental Justice leaders in the Metro area. The emails encouraged recipients to forward the information to their contacts.

**Providing tools for local jurisdictions and partners** – Metro provided documents and tools to local jurisdictions and partners to help them invite members of the public to provide comments. This included an email template for email blasts, as well as translated materials for use in their own public meetings and hearings, translated fact sheets, sign in sheets and comment forms. Metro also offered to help jurisdictions financially in hiring interpreters, though no requests were made.

**Outreach to bilingual faith-based communities** – Metro distributed Spanish, Vietnamese, Chinese, and Russian language fact sheets to fourteen churches in the vicinity of Regional Flexible Funds projects. These churches were located primarily in the Hillsboro, Aloha, Beaverton, Gresham, and Southeast Portland areas. A full list of faith-based organizations that received fact sheets is included in Appendix B.

**Media outreach** – Metro sent a news release to media contacts announcing the public comment period and public hearing date. News releases were customized for local community media by highlighting local proposed projects. Media coverage about the process included an article in The Oregonian on May 22, available here: [http://www.oregonlive.com/commuting/index.ssf/2013/05/metro\\_asks\\_public\\_to\\_help\\_spen.html](http://www.oregonlive.com/commuting/index.ssf/2013/05/metro_asks_public_to_help_spen.html)

## SUMMARY OF COMMENTS RECEIVED

### Introduction

Metro received nearly 800 comments through the Regional Flexible Funds public comment process. The vast majority of these were received through the online web comment form (608). Additional comments came through email (30), letters (70), phone (1), and through oral testimony at the public hearing (26).

Summaries of comments for each of the 29 proposed projects are included below. The projects are organized in three categories: 1) Active Transportation & Complete Streets, 2) Regional Economic Opportunity Fund, and 3) Green Economy & Freight Initiatives. The online comment tool included a specific set of questions for projects within each of these categories. Several projects fall under more than one category, and have corresponding comment summaries based on questions asked about that category. These projects include St. Johns Truck Strategy, Phase 2; Hogan Road: Powell Boulevard to Rugg Road; and Sandy Boulevard: NE 181st Avenue to East Gresham City Limits.

No comments were received on the five region-wide programs.

The appendix to this report includes all comments submitted.

### **1) Active Transportation & Complete Streets: Project Comment Summaries (608 comments)**

#### **Clackamas County**

##### **Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bike Lanes (35 comments)**

People who commented on this project overwhelmingly supported it as a project to improve bicycling and pedestrian access, particularly for area school children and transit users. Many people noted that the community has been requesting this project for years, and the community is well-organized around and supportive of the project. All comments were in support of the project except one, who felt that road funds should be spent on road improvements, not cyclists.

People generally said that Jennings Avenue is currently unsafe for biking and walking due to a lack of sidewalks which forces people to compete with fast-moving auto traffic. Many people said that the project will allow for safe bicycle and pedestrian access to the Trolley Trail, to transit (specifically to bus transit on McLoughlin and Jennings Avenue), and to local shops. Many people said the project would improve safety for children attending area schools who cannot currently safely walk or bike to school. Several people noted that there are many apartments and multi-family dwellings in the area whose residents do not currently have safe access to transit on Jennings.

A number of people noted that Jennings Avenue is the main east/west connection in the area, and there are no good bike/ped routes going east or west. Jennings Avenue is most heavily used by bicyclists and pedestrians, so it is important that improvement be made. Nine people suggested extending the project to Webster Road on the east, and ten people suggested extending the project to River Road on the west. One person suggested a phased approach. There was also a suggestion to continue sidewalks on Jennings west of 99E to give better access to Jennings Lodge.

Additional suggestions to improve the project included installing a plant buffer between the street and sidewalk, and upgrading the storm water runoff system on Jennings Avenue. Another person suggested installing safe, continuous sidewalks and bike lanes at Addie Street and Boardman to improve access to transit and to the East Side Athletic Club. One person suggested two improvements to improve access for those with disabilities: reconfiguring the sidewalks on Hull Avenue and those corresponding to Trolley Trail, and installing talking crosswalk signals at the intersection of Jennings/99E. One person suggested adding a speed bump to Jennings Avenue. The organization Oregon Walks expressed support for this project.

### **Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City (53 comments)**

People who commented on this project supported completing the Trolley Trail corridor to provide safe and scenic bicycle and pedestrian access between Gladstone and Oregon City. All comments supported the project except four. Of these, one person felt that park funds or a bike tax should be used to pay for the project; another felt that there are already enough bridges in the area and that Union Pacific should be mandated to remove this hazardous bridge; and the third was concerned about more taxes being levied on property owners for non-necessity projects. One person noted that the project only supports pedestrians and cyclists, and should instead focus on vehicles crossing to Highway 43/Kruse Woods employment areas.

Generally, people said that the project will provide a direct link for pedestrians and cyclists from Gladstone and Oregon City, and create a complete bike/ped network that will encourage more walking and biking, as well as improve health and livability. People supported extending the Trolley Trail to complete the corridor and supported rehabilitating and preserving the historic bridge as an alternative to creating a new structure. People noted that the current option of walking or biking along the OR 99E bridge is unappealing because of heavy traffic.

People supported the project because it will connect with the Springwater Corridor, creating a complete bike route. It will improve bicycle commuting to/from work. Several people felt that the project will help revitalize downtown Gladstone, and would improve businesses and the economy on both sides of the river. People noted that the project will improve access to existing trails, to area shopping (including the Oregon City Shopping Center), to transit and Amtrak, to the Willamette Falls Legacy Project, and to Clackamette

Park. A couple of people also felt that the project will prevent kids from hanging ropes from the bridge to swing into the river and other dangerous activities.

Several people suggested that the project could be improved by enhancing bike and pedestrian access on Portland Avenue, by installing better separation and signage, or designating Portland Avenue as a bike route with sharrows to encourage the connection between the Trolley Trail and Oregon City. Other suggestions included installing proper lighting and public access under the bridge, providing safe access for those with disabilities, and using red cedar instead of plastic. One person suggested putting fiber optics, power, phone, water, and sewer lines under the footbridge to better serve residents. One person suggested incorporating this project into the Regional 2040 Plan with updates to zoning and comprehensive plans between the City of Gladstone and the City of Oregon City. Another person suggested exploring ways in which the Lake Oswego-Tigard Water Project could contribute resources towards implementation of this project.

The Clackamas River Basin Council expressed support for the project, and especially supports assessment for any necessary stream bank restoration as well as structural inspections and analysis of the bridge, footings and abutments. They noted that financial support from Union Pacific Railroad and the Oregon Department of Transportation is available for any required rehabilitation work. Oregon Walks also supported the project.

#### **SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project** *(96 comments)*

People overwhelmingly supported this project, with 91 comments in support and five comments opposed to the project. Overall, the majority of comments support the project because of the potential to improve bike and pedestrian safety in the area, including benefits to connectivity in Happy Valley. The comments in opposition generally support roadway improvements but felt that sidewalks and bike lanes are not needed, or were opposed to the cost of the project.

Suggestions for improving the project included putting a light at the bottom of Mountain Gate, adding a light or three-way stop at Mountain Gate and 122<sup>nd</sup>/129<sup>th</sup>, adding sidewalks to King Road, making improvements from Sunnyside to King, and adding landscaping maintenance for visibility. Some people also wanted to see the project extended north and south of the current proposed area. This project has the support of the City of Happy Valley, which has pledged matching funds. It is also supported by Oregon Walks.

#### **Molalla Ave – Beavercreek Road to OR 213** *(36 comments)*

All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Avenue. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.

People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk

gaps along Molalla Avenue. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.

A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.

A few people suggested extending the project to improve all of Molalla Avenue. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Avenue.

Other suggestions included: making crosswalks more visible; installing ADA upgrades; new asphalt surfacing or repaving; noting 35 mph on the asphalt; and boulevard lighting and better intersection lights. Oregon Walks expressed support for the project.

## **City of Portland**

### **OR 99W: SW 19<sup>th</sup> Avenue to 26<sup>th</sup> (Portland) Barbur Boulevard Demonstration Project** *(40 comments)*

People overwhelmingly supported the project as a means to fill in the sidewalks gaps along Barbur Boulevard. They noted that currently it is dangerous to walk along or cross Barbur due to poor pedestrian infrastructure and fast moving auto traffic. The segment of Barbur Boulevard between SW 19th and 26th is especially dangerous, and is a high crash corridor with a high rate of pedestrian/motor vehicle collisions. All comments made supported the project except one, who does not want more bike lanes.

People noted that sidewalks would promote safer pedestrian travel, transit access, and access to businesses along Barbur, as well as to the many area multi-family housing developments. The project would provide safe access to nearby schools and to the trail system in Marshall Park. A few people also noted that the project will serve the disadvantaged communities in the area. People liked that the project would fill in the bike lane gaps along Barbur, which is currently dangerous because bikes have to merge with

fast-moving traffic at various points. People noted that this would improve bike commuting, and encourage new bike commuters.

Two people noted that the project leverages two nearby funded active transportation improvements: sidewalk infill on SW 19th and SW Spring Garden; and Multnomah Boulevard cycle-tracks, sidewalks and stormwater improvements. The project is highly supported by nearby neighborhood associations and coalitions.

Many suggestions for improvement were made. These included:

- Add curb extensions with greenspace and trees.
- Add a northeast-bound bike lane on 99W through project area.
- Install pull-outs for buses to assist in smooth traffic flow.
- Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp.
- Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30<sup>th</sup> Avenue.
- Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront.
- Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.
- Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town.
- Provide improved access at the Headwaters area and the fire station.
- Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings.
- Improve drainage on the bridge over I-5 at 19<sup>th</sup> Avenue and Spring Garden, which currently pools, making walking near it dangerous.
- Install medians with trees in longer open stretches.
- Second phase of project should improve the old trestle fill segment of Barbur Boulevard. between SW Evans and SW 19<sup>th</sup> Avenue.

The following organizations expressed support for this project: City of Portland Pedestrian Advisory Committee, Willamette Pedestrian Coalition, Southwest Neighborhoods, Inc., TriMet, ODOT Region 1, Oregon Walks, and the City of Portland Bicycle Advisory Committee. They also noted that the project will fund portions of the approved Barbur Streetscape Plan. ODOT staff has also been in discussions with the City of Portland regarding the potential of including enhanced pedestrian crossings as part of the project, and will continue these

conversations. TriMet noted that its recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area.

### **Portland Central City Multimodal Safety Project, Phase 2** (6 comments)

All comments supported the project, except one, which opposed using road funds for bicycle projects. People said that the project would improve cycling and pedestrian safety in the downtown area. Currently, the downtown area is a patchwork of bike lanes, and a comprehensive system is needed. One person suggested bike-focused traffic lights on Salmon at MLK and Grand, as well as a redesign of the 11<sup>th</sup>/12<sup>th</sup> couplet similar to the 86<sup>th</sup> Stark/Washington couplet to prevent traffic from cutting through to the neighborhood. The City of Portland Bicycle Advisory Committee expressed support for this project.

### **Southwest In Motion (SWIM)** (17 comments)

All comments expressed support for the project, except one who would prefer to use funding to build existing plans, rather than continue with planning. People generally stated that currently, the only safe and efficient way to get around Southwest Portland is by car, because the area has been ignored in regards to installing comprehensive bicycle, pedestrian, and transit facilities. More investment in sidewalks and bike lanes are needed to make pedestrian and bicycle travel safe, and to encourage people to walk and bike instead of drive. One person supported providing high capacity transit to help the growth of businesses in the downtown corridor. One person suggested improving all of Vermont Street and Terwilliger for bikers and pedestrians.

People generally supported a comprehensive plan that will lead to construction of projects that fill in bike lane and sidewalk gaps. The project is supported by Southwest Neighborhoods, Inc., Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee.

### **Powell/Division Corridor Safety and Access to Transit** (22 comments)

All comments supported the project. People said that the project is needed to improve bike and pedestrian safety in an area with very fast moving vehicles. They also noted that crossing Powell and Division currently feels very unsafe, and improvements are needed. The TriMet Frequent Service Transit lines along Powell and Division are very heavily used, and improvements are needed to improve transit access, particularly street crossings on Powell and Division. Current bike lanes in the area feel unsafe because they are too close to very fast-moving automobile traffic. There are also a number of schools and a retirement community in the area, so improvements are needed for the safety of children and seniors.

People supported adding sidewalks, especially along outer Powell, and even lowering the speed limits in areas that have no sidewalks, such as on 136<sup>th</sup> Avenue. People also supported the beautification of Powell and Division. A number of people noted the equity concerns that this project would address. East Portland has a very diverse population with

many low-income residents, and there is a huge disparity between pedestrian facilities in East Portland compared to other parts of town. The project would also benefit people with disabilities traveling in the area, especially by evening out sidewalks to make walking or traveling in a wheelchair safer.

A number of suggestions were made to improve the project. People suggested installing flashing pedestrian crossing lights at Division/168<sup>th</sup>, Division/SE 154<sup>th</sup>, Division/143<sup>rd</sup>, Division/157<sup>th</sup>, as well as near Cleveland High School (Powell/28<sup>th</sup>). Many children cross at 157<sup>th</sup>/Division from the apartments. One person noted that a traffic light at Powell/28<sup>th</sup> would allow for a seamless 20 mph greenway to be built from SE 27<sup>th</sup> and Hawthorne past Clinton south to Raymond pointing east. One person also suggested better coordinated traffic lights on Division to improve traffic flow, as well as building a park and ride there to reduce vehicle traffic.

Representative Vega Pederson, Representative Shemia Fagan, the Gresham Area Chamber of Commerce, Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

### **Foster Rd: SE Powell Boulevard to SE 90<sup>th</sup> Avenue - Pedestrian/ Bicycle Phase 2** *(142 comments)*

All comments supported the project except two. People enthusiastically support the project first to provide much needed safety improvements, and second because it will help economic development and livability in the Foster area. People felt that the area is on the verge of having a vibrant heterogeneous business mix, and – with a little help - could become the next great neighborhood to live in. The project will motivate people to walk and bike, and stay in the area for services rather than just passing through. To this end, there was much support for streetscaping and lighting to help the area feel more inviting to people.

People said that wider sidewalks and crosswalks as well as bicycle improvements are needed to improve safety. The striped bike lanes are insufficient; instead, the project needs buffered bike lanes. Transit accessibility and safety are needed, including more bus shelters. People said that slower traffic speeds on Foster Road are a priority. Some comments noted that many children cross Foster Road to go to school, which is currently very dangerous. Comments generally supported reducing the number of travel lanes, though they were cautious about reducing street parking for businesses.

Commenters said that bike and pedestrian safety and accessibility improvements will incentivize walking, biking and transit use. They also said that encouraging more biking and walking will help economic development and livability, bringing more traffic to local businesses. Beautification of the area such as clean up and landscaping is also needed and

will also help bring more pedestrians. Suggestions for improvement of the proposed project include increase street trees and lighting, and extending the project east of 82<sup>nd</sup> Avenue.

Two comments in opposition to the project noted that there is not community or political consensus for this inequitable project. Another opposed reducing traffic lanes because it will increase congestion and pollution.

People noted that there is tremendous community support for Foster Road improvements as demonstrated by high turnouts at open houses hosted by the PDC. Representative Vega Pederson, OPAL Environmental Justice, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

### **St. Johns Truck Strategy, Phase 2 (73 comments)**

The comments for the St. Johns Truck Strategy Phase 2 overwhelmingly support the project with only three of 73 comments in opposition. The comments in opposition felt that money should be spent improving Lombard before more money is spent on Fessenden and St. Louis, and that freight capacity should not be reduced.

Overall, those in support of the project felt that there are safety issues in the Fessenden corridor and this project will improve safety, especially for bikes and pedestrians. Many comments also noted that this project is fully supported by all stakeholders, including an advisory committee, neighbors, freight interests, and City Commissioner Novick. The project is also supported by Oregon Walks, the City of Portland Bicycle Advisory Committee, and the City of Portland Pedestrian Advisory Committee.

Many people felt that the project will greatly improve their neighborhood, improve livability, walkability and businesses. Many people also felt that the project was such a good idea that it should be expanded to other areas of St. Johns. Many were thankful that much of the illegal freight traffic had been moved off of Fessenden but felt that this project would further reduce freight through the neighborhood and, in turn, will lead to a more livable and safer neighborhood.

Some suggestions to improve the proposed project include adding a traffic light on Burr, adding a crosswalk at Oswego and Fesseden, installing red-light cameras to slow traffic, and adding greenstreet facilities to enhance beauty and slow down traffic. People want to see more street trees, better lighting, and bulb-outs and other beautification. One person suggested completing traffic calming before doing this project. Another person suggested more improvements to the designated truck route to make freight free of delays.

## **East Multnomah County**

### **Hogan Road: Powell Boulevard to Rugg Road (16 comments)**

All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve

access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County. They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.

A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Highway 212 in the future, extending it to south of the Clackamas County line to ensure access to the east metro area. One person noted that SE 242nd Avenue is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet SE 242nd Avenue is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.

### **Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits** *(9 comments)*

All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.

One person suggested expanding the project to include all of Sandy Boulevard from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Boulevard intersection, adding an additional lane on the south side of Sandy Boulevard from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.

## **Washington County**

### **Canyon Road Streetscape and Safety Project** *(27 comments)*

People supported this because it will help Beaverton establish a truly walkable and livable downtown center and will improve safety for cyclists and pedestrians. All comments supported the project except two. One person wants no more bike lanes, and the other said that the neglected northern part of Canyon Road should get improvements before pursuing this project.

People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Road. Improvements are needed to help pedestrians and cyclists cross Canyon Road. People felt that moving bike traffic off of Canyon Road and onto Millikan Way would improve bike safety and improve vehicle traffic flow on Canyon. People noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project would also help bring

the improvements suggested through the Beaverton Visioning process to reality, which specifically called out a need for traffic flow improvements on Canyon Road, as well as safer bicycle and pedestrian amenities. The project also has other potential funding sources, including City funding and a potential TIGER federal grant. Oregon Walks expressed support for the project.

Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Road to create a comprehensive bike/pedestrian corridor.

Some people suggested improved crosswalks and intersections at Watson and Hall. One person suggested putting a bus-only lane on Canyon Road to make bus transit more efficient. One person suggested that the project could also install alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV Highway or on Millikan to connect with existing path on 114<sup>th</sup>.

#### **Downtown Hillsboro Accessibility Project** *(6 comments)*

All comments supported the project except one who opposed the project because it would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA-compliant sidewalks and improved lighting. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project would provide much-needed crossing improvements to help residents safely reach bus stops, schools, shopping, and homes.

#### **Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue** *(2 comments)*

Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158<sup>th</sup>. Suggestions were made to include benches and garbage and recycling facilities along the path.

#### **Fanno Creek Trail: Woodward Park to Bonita Road and 85<sup>th</sup> Avenue to Tualatin Bridge** *(9 comments)*

All comments supported the project. People said the project will close the existing trail gaps and provide a comprehensive trail with full access from Beaverton and downtown Tigard, with connections to Tualatin and Lake Oswego. This would improve bike commuting on off-street trails, and will provide people with a greater opportunity to choose bike commuting over automobile travel. It will also enhance health, wellness, and recreation opportunities. One person suggested including benches along the trail, and another suggested keeping the

trail at-grade as much as possible for ease of cycling. One person suggested a safer crossing on the trail at the north end of Hall Boulevard, and another suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.

### **Merlo/170<sup>th</sup> Complete Corridor Design Plan** *(7 comments)*

All comments supported the project, and supported widening the road to improve traffic flow. People said that the narrowness of 170th leads to lots of traffic congestion, and is unsafe for bicycles. 170th has very heavy traffic, and is near several area schools and low-income housing developments. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project will help determine practical solutions to safely move people by all modes in the corridor.

### **Washington County Arterial Pedestrian Crossings** *(4 comments)*

All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area) which do not benefit from municipality funding. Oregon Walks expressed support for this project.

## **2) Regional Economic Opportunity Fund: Project Comment Summaries** *(59 comments)*

### **Clackamas County**

#### **Sunrise System: Industrial Area Freight Access and Multimodal Project** *(10 comments)*

Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project is not needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.

The project has support from Oregon State Representative Shemia Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners.

## City of Portland

### East Portland Access to Employment and Education Multimodal Project *(22 comments)*

Twenty-one comments support the project with only one comment in opposition. Generally those that support the project stated a need for improvements in pedestrian and transit access; especially gaps in the sidewalk network are needed for ADA accessibility issues. Many comments noted that this area of Portland has been traditionally neglected and is in much need of safety improvements, especially sidewalks. Many people said that the project should be expanded to other areas because it will improve access for job opportunities and businesses. The one comment in opposition stated that roadway money should only be spent on roadways for cars.

Suggestions for specific improvements to the project included expanding the project to include SE Ellis from 82<sup>nd</sup> to 92<sup>nd</sup>, and expanding the project north of Sandy. One person suggested reducing speed limits in the area, another suggested adding playgrounds to green spaces, and another suggested more crossings on 82<sup>nd</sup> as well as on East Clinton Parkway.

The project has support from the Bicycle Advisory Committee, City of Portland Pedestrian Advisory Committee, Oregon State Representative Shemia Fagan, Representative Vega Pederson, and the Gresham Area Chamber of Commerce.

## East Multnomah County

### NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project *(12 comments)*

11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.

### Troutdale Industrial Access Project *(10 comments)*

All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.

## Washington County

### US 26/Brookwood Interchange Industrial Access Project *(1 comment)*

One comment offered tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.

### **3) Green Economy and Freight Initiatives: Project Comment Summaries** *(104 comments)*

#### **Clackamas County**

##### **Clackamas County ITS Plan, Phase 2B** *(3 comments)*

Two comments support the project and one comment opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic already. This project has support from the Clackamas County Board of Commissioners.

#### **City of Portland**

##### **South Rivergate Freight Project** *(5 comments)*

Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.

##### **N Going to the Island Freight Project** *(2 comments)*

Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement. This project has support from the Portland Freight Committee Chair.

##### **St Johns Truck Strategy, Phase 2** *(45 comments)*

Forty-three comments overwhelmingly support the project and two comments oppose the project. Generally, the comments discussed the unsafe barrier of Fessenden in the neighborhood saying that this project will improve the safety of the area. One member thought that "...the improvements proposed for N Fessenden, if funded, will slow still often speeding traffic, alert drivers to pedestrians, and make it easier for freight to not accidentally take the route. Most importantly though it will make the area feel like the great neighborhood it has the potential to be." Those in opposition did not like the increase of freight traffic on Lombard and that it will reduce freight operations. One opposition comment noted that no traffic calming is needed in the area and that the project has no neighborhood support. Many commenters pointed out that the project has support from all of the stakeholders, including an advisory committee, neighbors and freight interests. The

project has support from Oregon State Senator Chip Shields and the Portland Freight Committee Chair.

Other suggestions for improving the project include extending bike lanes northward along Lombard, installing a traffic signal or stop sign at Fesseden and Charleston, and installing a stop sign near Seneca. One person suggested investing in the Six Points area, and another suggested funding the bridge across Columbia Boulevard. One person suggested reducing the speed limit and including bulb-outs at crosswalks, and another suggested installing red light cameras. One person said that staff should study the results before implementation of Phase III.

## **East Multnomah County**

### **Hogan Road: Powell Boulevard to Rugg Road (11 comments)**

Eight comments support the project with three neutral comments. People noted that the project will help reduce delays and improve access to industrial lands so that the Springwater Industrial Area can be developed. The project will provide an alternative travel route for all types of travel—residential, commercial and freight, reducing overall traffic. One person suggested expanding the project to the Clackamas County line, and another suggested extending it to Hwy 212. This project has support from the East Metro Economic Alliance and Oregon State Representative Shemia Fagan.

### **Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits (8 comments)**

Eight comments all support the project. People noted that the project will improve access and development potential which is important for job growth. Overall, many felt that the project will improve safety, connectivity, and travel times. An additional turn lane at 181<sup>st</sup> might help reduce travel times and improve safety. The project has support from various stakeholders, including consensus from local governments, the City of Wood Village and East Metro Economic Alliance.

Suggestions for improving the project included extending the project to 238<sup>th</sup>, and installing an additional turn lane at 181<sup>st</sup> to help reduce travel times and improve safety.

## **Washington County**

### **Concept Development for Hwy 217 Overcrossing at Hunzicker Street (9 comments)**

Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.

### **Silicon Forest Green Signals (10 comments)**

All comments support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. People said that using technology to better coordinate traffic signals and adapt them to real-time traffic conditions would help to improve traffic flow. One person suggested that such signals be installed throughout Washington County, and another suggested improving all signals from Cornelius through 185<sup>th</sup>. This project has support from Washington County Commissioner Andy Duyck and the Greater Hillsboro Chamber of Commerce.

### **Tonquin Road/Grahams Ferry Rd Intersection Project (11 comments)**

11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. The project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and Washington County Commissioner Andy Duyck.

## **4) Other Comments (14 comments)**

### **Regional Freight Analysis and Project Development (3 comments)**

The Portland Business Alliance, the Port of Portland, and the Metropolitan Policy Program of the Brookings Institution commented on the Regional Freight Analysis and Project Development through the Metropolitan Transportation Improvement Program.

They said that other regions around North America have already begun to invest in tools and data for freight analytical capabilities that we lack in this region to support decision making. The freight industry is very dynamic and the data to support local decision making is not always readily available. Commenters said that investing in this project will help ensure the region develops the necessary tools and projects to address future challenges and support the recovering economy. This will help ground plans in reality and will help support broader economic development by reducing congestion and expanding exports.

Funds could be used to develop tools and strategies to address and analyze a variety of freight issues, including environmental and community impacts of freight movement, management and operation of the freight system, and financing of freight infrastructure. Such tools could also help provide a better understanding of freight movements and impacts in the region through development of the next generation of truck/freight models and acquisition and analysis of truck GPS data

### **Equity and Environmental Justice Concerns (2 comments)**

Housing Land Advocates (HLA) and OPAL Environmental Justice submitted letters regarding equity and environmental justice concerns of the RFFA process. HLA suggested

that Metro review block group data to analyze demographics at the tract level, and engage representatives of communities of color and underserved populations to establish a disparate impact methodology. It also noted that the RFFA process does not reflect how Metro meets the TIGER requirement that all projects include a cost-benefit analysis, including health effect impacts.

OPAL Environmental Justice commented that the RFFA process does not meet environmental justice requirements and that proposals that are predicated on vague or conclusory statements should be re-analyzed. There is not a clear indication of how proposals were developed to meet a demonstrated community need. Metro must directly engage low-income people and communities of color before doling out millions of federal dollars.

### **Other Projects** *(9 comments)*

Some comments were made on other projects that are not related to the RFFA process. These included:

- French Prairie bike/pedestrian/emergency bridge in Wilsonville
- Light rail in Southwest Portland
- Highway 26 Sylvan overpass
- Intersection at SW Beaverton Hillsdale Highway and SW Oleson Road
- Suggestion to add a lane to east-bound I-84
- TriMet funding to restore daytime service on Route 51, Vista
- Right turn project at Union Mills and Highway 213
- Pedestrian sidewalk along SW 103rd Avenue, East Butte Heritage Park in Tigard
- Proposed apartment complex at SE 23rd Avenue and Tacoma Street



Steve  
Novick  
Commissioner

September 18, 2013

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

Leah Treat  
Director

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

Dear Mr. Hughes:

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

**Green Economy/Freight**

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

**Active Transportation**

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

**Regional Economic Opportunity Fund**

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

Thank you for this opportunity.

Sincerely,



Steve Novick  
Commissioner-in-Charge, Bureau of Transportation

c: Carlotta Collette, JPACT Chair

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185  
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation



Steve  
Novick  
Commissioner

Leah Treat  
Director

Date: September 18, 2013  
To: Ted Leybold, Metro  
From: Dan Bower, City of Portland  
Re: City of Portland, Regional Flexible Funds Allocation and Regional Economic Opportunity Fund Process Overview

The purpose of this memo is to summarize the City of Portland's coordinating committee project recommendation process for Regional Flexible Funds Allocation (RFFA) and the Regional Economic Opportunity Fund (REOF) opportunities.

On September 18, 2013 the Portland City Council voted 4-0 (Mayor Hales missed the vote) in support of Resolution no. 37031 to nominate seven projects for funding through the RFFA and REOF process. The projects nominated are attached to this memo as Exhibit A. The projects total over \$24 million in priority transportation projects for Portland. There were several key milestones leading up to the Council's decision.

First, City of Portland staff responded to hundreds of public comments received through Metro's public comment opportunity. Generally the comments voiced support or opposition to projects but did not provide a lot of specific details on how to improve projects. Staff responded to Metro in writing for each project on July 29, 2013. The project with the most comments (142) was the Foster Road Safety Project with all but 2 comments supporting the project.

The City of Portland provided a public comment period and a public hearing in addition to Metro's. The public was invited to submit written comments on these projects through August 16, 2013 and a public hearing was held on August 15, 2013.

The City of Portland received fifty four emails and letters. The majority of the correspondence supported the Portland Central City Multimodal Project, specifically the completion of the Willamette Greenway trail.

The City hosted a public hearing and accepted oral testimony on Thursday, August 15, 2013 at 6 p.m. 41 people attended the hearing, and 23 of those testified. The residents offering comments represented neighborhood associations from north, southwest and east Portland, the Oregon Maritime Museum, Oregon Walks, the Pedestrian Advisory Committee, OPAL, and EVRAZ North America. The comments were supportive of the following projects:

- East Portland Access to Employment and Education Multimodal Project
- OR 99W: SW 19th Avenue to SW 26th (Portland) Barbur Boulevard Demonstration
- Portland Central City Multimodal Safety Project
- South Rivergate Freight Project
- St Johns Truck Strategy Phase 2

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- Southwest in Motion (SWIM)
- Foster Road: SE Powell Blvd to SE 90th Avenue: Pedestrian/Bicycle Phase 2

A copy of the hearing advertisement is attached to this memo as Exhibit B.

In August 2013, City of Portland staff performed a technical evaluation of each project nomination. The technical evaluation used the criteria outlined in the RFFA/REOF Nomination Policy packet which was developed and approved by the Joint Policy Advisory Committee on Transportation (JPACT). Staff scored projects based on the criteria and priority supplied by Metro. The technical evaluation provided an opportunity for staff to examine the merits of each project and weigh the costs and benefits of each. The exercise led to a prioritization of projects which was blended with the public comments and Council direction to inform the final recommendation. The technical evaluation is included in this packet as Exhibit C.

All of this data informed the final project nomination. Prior to submitting the projects to Metro, staff worked to incorporate comments in to the projects as best as possible. The one major change was to add further funding to the Barbur Demonstration Project to expand outreach to underserved/EJ communities that may be affected by parking removal.

Overall we feel this was a very well managed and accessible process for prioritizing projects and receiving input.

Please let me know if there are questions or concerns.

A handwritten signature in black ink, appearing to read 'Dan Bower', with a long horizontal stroke extending to the right.

Dan Bower  
Active Transportation  
Division Manager

## Exhibit A:

Projects to Nominate for Regional Flexible Funds Allocation (RFFA) and Regional Economic Opportunity Fund: FY 16-18

<b>City of Portland - Regional Flexible Funds Allocation 2016-18</b>			
<b>Category</b>	<b>Grant Request</b>	<b>Match</b>	<b>Total Cost</b>
<b>Green Economy/Freight</b>			
Rivergate/Lombard ITS	\$3,222,000	\$330,899	\$3,552,899
Swan Island ITS	\$500,000	\$51,350	\$551,350
<b>Total Green Economy Freight RFFA</b>	<b>\$3,722,000</b>	<b>\$382,249</b>	<b>\$4,104,249</b>
<b>Active Transportation</b>			
Central City Multimodal Safety Improvements	\$6,000,000	\$616,200	\$6,616,200
Southwest In Motion Active Transportation Strategy	\$272,000	\$27,934	\$299,934
Foster Road Safety Project	\$2,063,400	\$0	\$2,063,400
Barbur Demonstration Project 19th Ave. to 26th Ave.	\$1,894,600	\$205,400	\$2,100,000
<b>Total Active Transportation RFFA</b>	<b>\$10,230,000</b>	<b>\$1,384,601</b>	<b>\$11,079,534</b>
<b>Total RFFA Request</b>	<b>\$13,952,000</b>	<b>\$1,766,850</b>	<b>\$15,183,783</b>
<b>Regional Economic Opportunity Fund</b>	<b>Grant Request</b>	<b>Match</b>	<b>Total Cost</b>
East Portland in Motion - Access to Employment and Education	\$8,267,000	\$849,021	\$9,116,021
<b>Total MTIP Request</b>	<b>\$22,219,000</b>	<b>\$2,615,871</b>	<b>\$24,834,871</b>

Exhibit B:

## **Help Provide Feedback on Portland's 2016-2018 Regional Flexible Fund Grant Requests**

6-8 pm Thursday August 15, 2013  
City of Portland Building  
2nd Floor Auditorium, 1120 SW 5th Ave  
Portland, OR

Come preview and provide your input on the City of Portland's Regional Flexible Fund grant request for FY 2016-18. Over the last few months, the City of Portland has worked with representatives from neighborhoods, businesses and our pedestrian, bicycle and freight advisory committees to develop a competitive group of grant applications to improve Portland's Transportation System.

### **Projects to be reviewed at the open house include:**

- East Portland Access to Employment and Education Multimodal Project
- OR 99W: SW 19th Avenue to SW 26th (Portland) Barbur Boulevard Demonstration
- Portland Central City Multimodal Safety Project
- South Rivergate Freight Project
- St Johns Truck Strategy Phase 2
- Southwest in Motion (SWIM)
- Foster Road: SE Powell Blvd to SE 90th Avenue: Pedestrian/Bicycle Phase 2
- N. Going to the Island Freight Project

Metro's Regional Flexible Funds program includes \$94 million in funds from three federal programs and is allocated every two to three years. A final decision on which projects to fund will occur this fall.

Please attend the meeting and provide your feedback or send your comments to Dan Bower at [dan.bower@portlandoregon.gov](mailto:dan.bower@portlandoregon.gov) or 1120 SW 5th, Suite 800, Portland, Oregon, 97204.

*Grant Applications can be reviewed at <http://www.oregonmetro.gov/rffa>*

City of Portland - Regional Flexible Funds Allocation 2016-18				Regional Flexible Funds Criteria (Scoring 1 - 5, 5 Highest)														Total Score
Grant Request	Match	Total Cost	Highest Priority (X-3)				Higher Priority (X-2)					Priority (X-1)						
			Reduces Freight Delay	Increases Freight Access to Industrial Lands, employment and rail facilities	Helps green the economy and offer economic opportunities for EJ/Underserved communities	Total - Highest Priority Criteria Weighted Score	Improves safety by removing conflicts with active transportation	Reduces air toxics or particulate matter	Reduces impacts to EJ communities	Increases freight reliability	Total - Higher Priority Criteria Weighted Score	May not get funding otherwise	Can leverage future funds	Reduces need for highway expansion	Multi-modal component	Total - Priority Criteria Weighted Score		
<b>Green Economy/Freight</b>																		
St. Johns Truck Strategy Phase 2	\$500,000	\$51,350	\$551,350	3	4	4	33	5	3	5	5	36	3	3	2	5	13	82
Rivergate/Lombard ITS	\$3,222,000	\$330,899	\$3,552,899	5	5	5	45	3	5	3	5	32	5	3	2	3	13	90
Swan Island ITS	\$500,000	\$51,350	\$551,350	5	5	5	45	3	5	4	5	34	4	3	2	5	14	93
<b>Total Green Economy Freight RFFA</b>	<b>\$3,722,000</b>	<b>\$382,249</b>	<b>\$4,104,249</b>															

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

Regional Economic Opportunity Fund	Grant Request	Match	Total Cost	Regional Economic Opportunity Funds Criteria (Scoring 1 - 5, 5 Highest)													Total Score	
				Primary Criteria (X -2)									Secondary Criteria (X -1)					
				Good Repair	Economic Competiveness	Livability	Environmental Sustainability	Safety	Job Creation/Economic Stimulus	Implements Project for a Corridor Plan	Improves Access to Jobs and Essential Services for EJ/underserved communities	Total - Higher Priority Criteria Weighted Score	Innovation	Partnership	Can leverage private sector funds	Takes a system wide approach		Total - Secondary Criteria
East Portland Access to Employment and Education	\$8,267,000	\$849,021	\$9,116,021	4	4	5	5	5	4	4	5	72	5	4	3	5	17	89



September 11, 2013

Carlotta Collette; JPACT Chair  
Tom Hughes, Metro Council President  
600 NE Grand Ave  
Portland Or 97232

Dear Councilor Collette and Council President Hughes:

I am pleased to present the Washington County Coordinating Committee's recommendation to JPACT and Metro Council for Regional Flexible Fund Allocations 2016-2018 in Washington County. The recommended projects are:

Community Investment Fund: Green Economy & Freight

- Tonquin Road/Grahams Ferry Road Intersection project (\$2.132 million request)

Community Investment Fund: Active Transportation & Complete Streets

- City of Beaverton's Canyon Road Streetscape and Safety Project (\$3.535 million request)
- City of Tigard's Fanno Creek Trail Project (\$3.7 million request)
- Tualatin Hills Park and Recreation District's Beaverton Creek Trail Crescent Connection: Westside Trail – Hocken Ave (\$800,000 modified request)
- Washington County's Pedestrian Arterial Crossings (\$636,000 modified request)

Regional Economic Opportunity Fund

- US 26/ Brookwood Interchange Industrial Access Project (\$8.267 million request)

These recommendations are based on the technical evaluation using criteria set by Metro and JPACT and public comment solicited through both the region-wide process and a local process within Washington County. The Washington County Coordinating Committee reviewed and deliberated on these projects over several meetings between March and September of 2013. The evaluation results, public outreach and comment records have been documented and submitted to Metro staff.

I want to express my appreciation to JPACT and Metro for giving the Washington County Coordinating Committee the opportunity to develop these recommendations within set targets and policy categories.

Sincerely,

Commissioner Roy Rogers  
Chair Washington County Coordinating Committee

Cc: Washington County Board of County Commissioners  
Andrew Singelakis, Director of Land Use & Transportation

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
Phone: (503) 846-8681 · FAX: (503) 846-4545



# WASHINGTON COUNTY OREGON

## Washington County Coordinating Committee Final Recommendation Regional Flexible Fund Allocations 2016-2018

### Step II: Community Investment Fund - Active Transportation & Complete Streets

Project	Jurisdiction	Project Description	Project Extent	Rationale	Request
Canyon Road Streetscape and Safety Project	Beaverton	The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments.	SW Hocken Avenue to SW 117th Ave	<ul style="list-style-type: none"> <li>Scored well for improving access to high priority destinations and transit</li> <li>Leverages other funding and economic development opportunities</li> <li>Completes Phase 2 of a 4-phase project</li> <li>Moves the City closer to the vision established through a public process.</li> </ul>	\$3,525,000
Beaverton Creek Trail Crescent Connection: Westside Trail	THPRD	This project is modified from construction to project development. The project will design and engineer a 1.4-mile multiuse off-street trail.	SW Hocken Avenue to the Tualatin Nature Park	<ul style="list-style-type: none"> <li>Converts \$4.2 million construction project to project development</li> <li>Supports continued development of Beaverton Creek Trail and positions THPRD to be 'project ready' for other funding in 2018</li> <li>Improves access to regional town center and employment areas</li> <li>Scored well for improving safety and the user experience</li> </ul>	\$800,000 modified request
Fanno Creek Trail	Tigard	This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.	Woodard Park to SW Bonita Road and SW 85th Avenue to Tualatin River Bridge	<ul style="list-style-type: none"> <li>Serves multiple destinations as a critical north-south trail corridor</li> <li>Scored well for improving safety and the user experience</li> <li>Completes a regionally significant trail that has been under planning and development for a long time</li> </ul>	\$3,700,000
Pedestrian Arterial Crossings	Washington County	This project is modified from construction to project development. The project will look at specific roadway segments to enhance existing and plan new arterial crossings along SW Walker Road, SW Baseline Road, SW Cornell Road, SW 185th Avenue, and SW 170 <sup>th</sup> Avenue.	To be determined	<ul style="list-style-type: none"> <li>Converts \$3.9 million construction project to project development</li> <li>Supports continued development of mid-block crossings on major arterials and positions the county to be 'project ready' for other funding in 2018</li> <li>Serves traditionally underserved communities</li> <li>Scored well for improving safety and the user experience</li> <li>Addresses need in Aloha Reedville, and complements Westside Transit Service</li> </ul>	\$636,000 modified request

**Step II: Community Investment Fund - Green Economy & Freight**

Project	Jurisdiction	Project Description	Project Extent		Request
Tonquin Road / Grahams Ferry Road Intersection Project	Washington County	The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks.	Intersection of Tonquin Road and Grahams Ferry Road	<ul style="list-style-type: none"> <li>Serves existing and future industrial access in Basalt Creek area, helping catalyze economic development in areas brought into UGB in 2004</li> <li>Improves safety for truck and multi-modal operations that exist today</li> <li>Has strong collaborative support, emerging from lengthy public process</li> <li>Public comments document truck/freight needs</li> <li>Will leverage future public and private investment</li> <li>Can be delivered within federally required timeframe with County match</li> </ul>	\$2,132,000

**Step III: Regional Economic Opportunity Fund**

Project	Jurisdiction	Project Description	Project Extent		Request
US 26/ Brookwood Interchange Industrial Access Project	City of Hillsboro	Projects to open up new industrial land for economic development and job opportunities. The project will construct NW Huffman Road, from NW Brookwood Pkwy to NW 253 <sup>rd</sup> Avenue, as a new 5-lane road. NW Huffman Road, from NW 253 <sup>rd</sup> Avenue to NW Sewell Road, as a new 3-lane road. NW 253rd Avenue, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road, and NW 264th Ave, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road	North of NW Evergreen Parkway, west of NW Brookwood Parkway, east of NW Sewell Road and south of NW Meek Road	<ul style="list-style-type: none"> <li>Supports larger-scale projects that support job creation</li> <li>Prioritized for submission to the TIGER funding program, which also matched up with the REOF criteria</li> </ul>	\$8,267,000



# WASHINGTON COUNTY OREGON

To: Ted Leybold, Transportation Planning Manager

From: Dyami Valentine, Senior Planner

Subject: Regional Flex Fund Allocation – Washington County’s Public Engagement Process

Date: September 13, 2013

This memo provides a summary of the Washington County Coordinating Committee’s efforts to solicit public input on projects seeking Regional Flexible Funds.

### **Regional Public Process on the Full List of Nominations**

Washington County and partner agencies assisted Metro in its outreach efforts to solicit public comments on the full list of RFFA nominations. Washington County and partner agencies distributed notification of Metro’s public comment process via email to a variety of interested parties lists and stakeholder groups. The notice was also printed in a number of Citizen Participation Organization’s newsletters and the county’s quarterly Updates. Approximately 14,000 people were contacted using these techniques. In an effort to directly engage the public, County and partner agency staff tabled at two events for National Public Works Week at the Washington Square Mall and Hillsboro Civic Center. Staff made contact with approximately 65 people during the two events. Metro’s translation resources for limited English proficiency were available for use on all comments solicited by Washington County and partner agencies.

### **Local Public Process on Preliminary 100% Project List**

At its July 29 meeting the Washington County Coordinating Committee (WCCC) released for public comment a preliminary recommendation for projects that met the sub-regional target allocations through the Community Investment and the Regional Economic Opportunity Funds. The recommendation was the result of a technical evaluation in which the projects were scored using Metro’s criteria as the basis. A number of other factors were considered including public comments, project scalability, deliverability and local priority in developing the recommendation.

Washington County facilitated a public comment period between August 1 and August 22 on the preliminary recommendation. In addition to providing public comment opportunities during the WCCC meetings, the county and local partners provided the following opportunities for the public to participate outside of WCCC’s regularly scheduled meeting:

- **Open House** - Washington County and partner agencies hosted an open house August 13 from 5-7pm at the Beaverton Library. Participants were given the opportunity to talk with agency staff, review candidate projects, and comment on WCCC's preliminary recommendation. The open house had thirty-five attendees (see Attachment 1).
- **County’s WCCC webpage** – Open house materials, including an electronic comment form, were posted on the county’s WCCC webpage.

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Notice was broadly distributed using a variety of means including:

- **Email Blast** – Washington County announced the August 13 open house and local comment period to its interested persons list, which included approximately 2,500 people, as well as to its local partners list, which includes approximately 50 entities. Local partners were encouraged to forward the email to their constituents and contacts.
- **Email to Washington County Coordinating Committee members** – Washington County announced the opening of the comment period and the public open house, and encouraged partner agencies to forward the email to constituents and community contacts.
- **Citizen Participation Organization Newsletters** – Washington County announced the public open house through monthly newsletters distributed by the Citizen Participation Organizations. A sample article is available here:  
<http://extension.oregonstate.edu/washington/sites/default/files/cpo1-6-7august2013.pdf>

An item was also included in Hillsboro's Stay Connected Newsletter available here:

<http://www.ci.hillsboro.or.us/Upload/ViewFile.aspx?DocID=3441>

- **Newsfeed** – Washington County encouraged attendance at the public open house through its newsfeed prominently placed on the Washington County homepage. The newsfeed was also sent to over 80 contacts.
- **Media Outreach** – Washington County sent a news release to 80 media contacts that announced the public comment period and public open house. Media coverage about the process included an article in The Oregonian on July 31, available here:  
[http://www.oregonlive.com/washingtoncounty/index.ssf/2013/07/washington\\_county\\_to\\_preview\\_t.html#incart\\_river](http://www.oregonlive.com/washingtoncounty/index.ssf/2013/07/washington_county_to_preview_t.html#incart_river)

### **Summary of Comments**

At the close of the local public comment period, the county received a total of 24 comments. Seventeen comments were submitted at the open house; an additional seven comments were received via email. In general, 20 of the 24 comments were supportive of the WCCC's preliminary recommendation and the regional commitment to transportation improvements (see Attachment 2). A few points worth noting:

- The Tonquin Rd/Grahams Ferry Rd Intersection Improvement project received the most commendations (five).
- Several comments noted the lack of projects north of US26.
- One comment was critical of spending funds on trails.
- One commenter expressed concern regarding the potential impact to freight with the implementation of the Pedestrian Arterial Crossing project.
- Genentech submitted a letter in support of the US26/Brookwood Interchange Industrial Access project and the Silicon Forest Green Signal project (Attachment 3).

**Final Recommendation**

The WCCC Transportation Advisory Committee heard a summary report and reviewed public comments at its August 29 meeting and supported forwarding the WCCC's preliminary recommendation without revisions to JPACT and Metro Council. Following an opportunity for public testimony and a public comment summary report at their September 9 meeting WCCC members unanimously approved forwarding the recommendation to JPACT and Metro Council.

**Attachments:**

1. Open House Sign-In Sheet
2. Regional Flexible Fund Allocation Public Comment Questionnaire Response: August 30, 2013
3. Genentech letter re: Washington County Proposed Transportation Improvements
4. Public Comment Form
5. Email Blast notification
6. Media Release



**Regional Flexible Funds, 2016-18**  
**PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013**  
**SIGN-IN FOR VISITORS**

Name	Mailing Address	E-mail (please print)
Elaine Woods	759 NW 175 <sup>th</sup> Place 97006	elainewoods90@ymail.com
HAL BERGSMAN	—	—
Marilyn McWilliams		jonmarilynm@yahoo.com
Jon McWilliams	1620 SW Huntington Ave Portland 97225	mcfamily@comcast.net
Donna Stuhr	18750 SW Honeywood Dr. Beaverton, OR 97006	DONNASTUHR@YAHOO.COM
JOHN GRUHER	12285 NW MARSHALL PORTLAND, OR 97229	JRGRUHER@YAHOO.COM
Deena Platman	600 NE Grand Ave Portland 97232	deena.platman@oregonmetro.gov
GARY ALFSON	800 SW Third Portland	gary.alfson@otak.com
Joe Blowers	2050 SW 78th Ave 97225	jblowers@thprd.org
ERIC LINDSTROM	6801 SW CANYON CREST DRIVE PORTLAND 97225	el.lindstrom@comcast.net



**Regional Flexible Funds, 2016-18**  
**PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013**  
**SIGN-IN FOR VISITORS**

Name	Mailing Address	E-mail (please print)
Kathryn Harrington	on file - Metro	on file - Metro.
Fred Meyer	4861 NW 162 <sup>nd</sup> Ter Port 97229	meyerfg@gmail.com
Steve Silver	9194 SW Hill St. <sup>Tigard</sup> 97223	silver.steve.j@gmail.com
Jody Wisel	5550 NW Roanoke Ln <sup>PDX</sup> 97229	jodywisel@gmail.com
Don Odermott	City of Hillsboro	Don.Odermott@hillsboro-oregon.gov
Thiet Nguyen		thiet.d.nguyen@odot.state.or.us
Martha Swan	10955 SW Meadavook Dr. #13 Tigard 97224	swainmartha13@gmail.com
Adam Bless	8208 SW Brookridge St Portland 97225	adambmwk75@gmail.com
Les John	538 Pearl St Oregon City 97045	lesjohns@centurylink.net
Millie Scott	8375 SW Indian Hill Ln, <sup>Beaverton,</sup> OR 97008	MLSCOTT@easystreet.net



**Regional Flexible Funds, 2016-18**  
**PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013**  
**SIGN-IN FOR VISITORS**

Name	Mailing Address	E-mail (please print)
Scott Richman	David Evans and Associates, Inc. 2100 SW River Pkwy Portland 97201	csr@deainc.com
Ken Petrus	WHPACIFIC 9755 SW BARNES RD. PORTLAND 97225	KRETHMS@WHPACIFIC.COM
Lori Manthey-Waldo	14603 NW Dawnwood Dr Portland, OR 97229	waldopdx@gmail.com
Tracy Love-Silver	Westside Transportation Alliance on file	tracy@wta-tma.org
Petra Badica	14745 N.W. Ridgetop Ct Beaverton OR 97006	apBadica@yahoo.com.
Nathan Monger		ndmonger2@hotmail.com.
Shelley Ford	6230 SW HALL BLVD-BEAVERTON	Shelleysmikey@yahoo.com
Amanda Hegernes	11615 SW Butner Rd #1 Rld 97225	Amandaskater@frontier.com
Mira Vowles	7535 SW Onnaf Ct, Tigard	Mura2006@netzero.com
Michael Espin	1560 NW Murray Rd Beaverton OR	espinme@gmail.com



**Regional Flexible Funds, 2016-18**  
**PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013**  
**SIGN-IN FOR VISITORS**

Name	Mailing Address	E-mail (please print)
Pam Farris	Bvtn 97008 9916 SW <del>Conestoga</del> Conestoga Dr. #234	pfarris1@juno.com
Tom SLATEN	LO- PO Box 1499 97035	toms365@gmail.com
Kimi Sloop	2533 NW 93rd Pl. Portland, OR 97229	aksloop@comcast.net
Trevor Poulsen	11605 SW Butner Rd Portland - 97225	mutualcredit@gmail.com
John C. Ratliff	855 NW Winged Foot Terrace Beaverton 97006	j.ratliff5@Frontier.com

**RegionalFlexibleFundAllocation PublicCommentQuestionnaireResponses:August30,2013**

#	Name	Support WCCCrec.	Ifnot, why?	Otherproject s	Other thoughts
1	John	Yes			
2	Donna	Yes			Beaverton Creek Trail is my priority
3	Ken	Yes		Roy Rogers widening, westside bypass, South Cooper Mountain arterial roads widening, Hwy 217	
4	Tom		I particularly support Beaverton Creek Trail Crescent Connection. Also, Merlo 170th, Fanno Creek 4 segments and Canyon Safety are worthy.		Beaverton Creek-first phase of a much needed E.W regional trail
5	Lori	No	Because there is a great need to service the communities N of 26	Road A in Bethany to include the bridge, Saltzman Road Realignment and extension to Springville. Green economy& Freight enhancement Cornell Road to Hwy 30	Adaptive Signals along Cornell Rd & Barnes Rd North of 26. All regional trails N. of 26. Light Rail to serve Hwy 26 corridor west of Murray road
6	Fred	No		Complete build out of Road 'A' from Springville Rd to 185th. Realignment of Saltzman Rd and complete build to Springville Rd. Adaptive Signals on NW/ SW Barnes & NW Cornell North of Hwy 26. Improve Cornelius Pass Rd through to Hwy 30. Light rail service to Hwy 26 corridor west of Murray	
7	Joe	yes			
8	Amanda	Yes			
9	Marilyn	Yes		Highway 8 Corridor Safety& access to Transit for safety	We need to enable people to use mass transit to limit traffic.
10	Jon	Yes		Develop Hwy 8 Corridor Safety and Access Transit	
11	Mira	Yes			More Fanno Creek Trail improvements I will use every day to connect to WES.
12	John	Yes	I support all these projects, and hope all get fully funded		I have used bike paths and trails for years and consider them vital to the health of our community

#	Name	Support WCCrec.	Ifnot, why?	Otherproject s	Othert houghts
13	Adam	Yes		I strongly support the Merlo 170th.	We need more safe North- South routes between Farmington and Baseline, especially north of Jenkins estate.
14	William	Yes		Not at this time	Tonquin/ Grahams Ferry Rd intersection Improvement will be a tremendous help to the trucking community
15	Tina	Yes			Ped arterial crossings help my neighborhood the most, but Canyon Road probably needed the most.
16	Concerned Trucker	No	I do support the Tonquin/Grahams Ferry Intersection, I do not think we should spend so much of this limited source of funds on trails and major arterial crossings		
17	Paul	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection! This is a well traveled pedestrian corridor and this improvement is critical.
18	Bryan and Kristin	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
19	Trevor		I support projects that encourage bicycle transportation and lessen the outflow of energy dollars from our county. To do that, we need to make bicycle use practical. We don't need more bicycle paths on dangerous roads. For example, Clinton St in SE Portland is a wonderful area for bicyclists because it is a slow street with relaxed zoning. Likewise, if Beaverton dedicates a street (such as Millikan) as a bicycle boulevard we can achieve the necessary critical mass. Please don't force bicyclists onto Canyon Rd.		
20	Thomas	No	Downtown Accessibility Project - difficult and dangerous corridor for pedestrians, cyclists, and those relying on mobility devices - Too few protected crossings, none for bikes southbound, no bike paths through heavy motor-vehicle corridor	None	Recommended projects seem very heavy on the Beaverton side!

#	Name	Support WCCrec.	Ifnot, why?	Otherproject s	Othert houghts
21	Ben	Yes		I am so glad you are looking at a little project for freight. Next time it would be great if we could spend a little more on freight and economy versus trails. I guess the trails can be used by those that are unemployed.	I am concerned about the Pedestrian Arterial Crossings project. It seems like there are plenty of signals for people to cross at. Why do we continue to slow down freight?
22	Bonnie	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
23	Annee	Yes	US 26/ Brookwood Interchange Industrial Access project to open up new industrial land. Funding should be allocated instead to safe bike/ped access between rural & urban areas. Instead of increasing the pollution & threat to farmlands, meet/increase the demand for local, healthy food to fuel a healthy lifestyle. Savings to public health, law enforcement, & emergency services will further enhance our community.	Any projects that enhance connectivity of existing trails, & projects to enhance safe rural access.	

August 21, 2013

Facsimile (503) 846-4412  
via email: lutdir@co.washington.or.us

Mr. Andrew Singelakis  
Director  
Washington County Land Use and Transportation  
155 N First Avenue, Suite 350-14  
Hillsboro, OR 97124

Re: Washington County Proposed Transportation Improvements

Dear Mr. Singelakis:

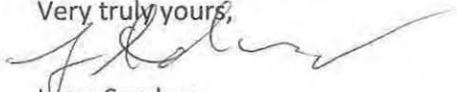
We are writing to you in advance of the upcoming public meeting of the Washington County Coordinating Committee (WCCC) on September 9, 2013. First, on behalf of Genentech, we would like to take this opportunity to applaud your regional commitment to transportation improvements. We are very encouraged to see the County's focus on strengthening the roadway infrastructure so key to supporting recent development trends and our Hillsboro Technical Operations (HTO) site.

Thank you for this opportunity to provide comments on the following two projects of impact to our Hillsboro site:

- 1) "Silicon Forest Green Signals" Project— Our HTO site still requires a traffic signal at the site entrance/exit on Brookwood Parkway. We would like to formalize our concerns about site access, safety of our employees and visitors, as well as the trucks coming into and out of our site. Installation of a traffic light will significantly reduce speeding traffic on Brookwood Parkway, minimize the possibility of accidents and ease roadway access; and
- 2) "US 26/Brookwood Interchange Industrial Access Road"---Genentech would like to request an easement from the County be included in future entitlements on adjacent land parcels from the planned extension off Huffman Road to our campus to allow access to our site. We understand the Department is supportive of this initiative.

Genentech is very proud to be a part of the continuing growth of the Washington County and Hillsboro area and look forward to working together in partnership with you and your staff. Should you wish to discuss these comments in more detail, please feel free to contact our Genentech Government Affairs Director, Christine Tejada, at (650) 467-9528.

Very truly yours,



Larry Sanders  
Vice President and General Manager  
Hillsboro Technical Operations  
Genentech, Inc. a Member of the Roche Group of Companies  
Cc: Christine Tejada

## Regional Flexible Funding Allocation, 2016-2018

### Comment Form

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Street address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Email address: \_\_\_\_\_

Do you support funding the projects recommended by Washington County Coordinating Committee (shown at the bottom of this page)?

Yes  No

If not, which project(s) do you support, and why?

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Are there other projects not nominated that should be considered next time?

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Other thoughts?

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### Candidate Projects

**Pedestrian Arterial Crossings**



**Beaverton Creek Trail Crescent Connection**



**Canyon Road Safety & Complete Street Project**



Beaverton

**Fanno Creek Trail 4 segments**



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

**Merlo/170<sup>th</sup> Complete Corridor Design Plan**



**Downtown Accessibility Project**



Active Transportation/Complete Streets  
Hillsboro - Downtown Accessibility Project

Hillsboro

**Drop comment form if not recommended by you can:**

- Fax to 503 846 4412
- Mail comments to Planning and Development Services, 155 N. 1<sup>st</sup> Avenue Suite 35014, Hillsboro, OR 97124
- Send email to [Dyami\\_valentine@co.washington.or.us](mailto:Dyami_valentine@co.washington.or.us)

**Tonquin / Grahams Ferry Rd Intersection Improvements**



**Silicon Forest Green Signals**



**Hwy 217 Overcrossing at Hunziker Concept Development**



Active Transportation and Complete Streets

Green Economy and Freight

---

**From:** Dyami Valentine  
**Sent:** Friday, August 02, 2013 12:00 PM  
**To:** Dyami Valentine  
**Subject:** Proposed Transportation Improvements – Public Comment Period and Open House

Dear WCCC Members, TAC Members and Interested Parties:

At the July 29 meeting Washington County Coordinating Committee (WCCC) members voted unanimously to support the WCCC Transportation Advisory Committee's (TAC) recommendation of which projects should receive funding through Metro's 2016-2018 allocation cycle of Regional Flexible Funds and released the recommendation for public comment. The recommendation, brief project descriptions and an opportunity for public comment are available on the WCCC webpage (click [here](#) to view). **The public comment period ends August 22.**

Candidate projects are sponsored by Washington County, the Tualatin Hills Park and Recreation District (THPRD), and the cities of Beaverton, Hillsboro and Tigard. Complete project applications are online at [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa).

**You're invited to attend an open house on August 13 from 5 to 7 p.m.** at the Beaverton Library to review and comment on the candidate projects and WCCC's preliminary recommendation (see attached flyer). Agency staff will be on hand at the open house to provide additional information and answer questions. Anyone who would like to comment but is not able to attend the open house can download a [comment form](#) and send to Washington County Senior Planner Dyami Valentine at [dyami\\_valentine@co.washington.or.us](mailto:dyami_valentine@co.washington.or.us) or 155 N First Avenue, Suite 350-14, Hillsboro, OR 97124.

The [Washington County Coordinating Committee](#) (WCCC) will make a final recommendation on projects in Washington County at its September 9 meeting. Opportunity will be given for public comment at the September 9 WCCC meeting. The regional [Joint Policy Advisory Committee on Transportation](#) and Metro Council will make final decisions on project funding this fall.

The Regional Flexible Funds program combines funds from three federal programs. The funds are allocated by Metro every two to three years. During the upcoming three-year cycle (2016-2018), approximately \$95 million is available for projects ranging from regional trails to major road improvements throughout the Portland metropolitan area.

**Dyami Valentine**

Senior Planner | Planning and Development Services  
Washington County Department of Land Use & Transportation  
503.846.3821  
[dyami\\_valentine@co.washington.or.us](mailto:dyami_valentine@co.washington.or.us)



# WASHINGTON COUNTY OREGON

June 24, 2013

To: WCCC Transportation Advisory Committee

From: Dyami Valentine, Senior Planner

Subject: **Regional Flex Fund Allocation Draft Project Evaluations**

## REQUEST

Please review the attached draft evaluation matrix and supplemental materials before the June 27, 2013, WCCC TAC meeting and be prepared to discuss the draft evaluations. The technical evaluation is a tool to help inform the discussion and narrow the projects for consideration by the WCCC as potential candidates for funding through the Regional Flexible Fund Allocation (RFFA).

## BACKGROUND

As a reminder, the RFFA process set targets of \$8.671 million for Active Transportation/Complete Streets projects and \$2.132 million for Green Economy/Freight Initiatives projects for Washington County. The minimum individual project cost is \$3 million for an Active Transportation/Complete Streets construction project and \$1 million for a Green Economy/Freight Initiatives construction project. Minimum project development cost for Freight is \$200,000 and \$500,000 for Active Transportation.

## EVALUATION OF CANDIDATES

Staff completed an initial project evaluation using the Metro criteria as outlined in the evaluation methodology distributed to the WCCC TAC at its May 30, 2013 meeting (Attachment 1). The evaluation matrices are attached to this memo.<sup>1</sup> The draft evaluations were reviewed by project leads prior to distribution.

In general, all the projects score well. Metro's RFF Task Force categorized criteria into three priority tiers: highest priority, high priority, and priority. Staff took this into consideration and scored the criteria using a weighting factor for the categorized prioritization.<sup>2</sup> The intent of illustrating the numerical values of the evaluation is to easily identify projects that respond well to the prioritized criteria. With or without the weighted scoring the relative order remains the same. However, the scoring should not be the sole basis for project selection or elimination. The project

<sup>1</sup> Projects scored high (scored as 3), medium (2), or low (1) under each criterion.

<sup>2</sup> Highest priority criteria, indicated by an (H) in the matrix, received a weighting multiplier (x3). High priority criteria, indicated by (M) in the matrix, received a weighting multiplier (x2). Priority criteria, indicated by (L) in the matrix, received a weighting multiplier (x1).

**Department of Land Use & Transportation • Planning Division**

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072

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evaluation matrices are intended to help inform the discussion and provide a comparison between the projects.

As part of your review, please consider what questions or other factors may need to be considered to help the WCCC narrow the number of potential candidates recommended to the public and Metro Council. In preparation for the July 18<sup>th</sup> TAC meeting, in which the TAC will take action on recommending a narrowed project list to the WCCC, the following questions should be addressed:

1. Is the evaluation fairly and consistently applied?
2. Is there an opportunity to supplement the application material to support a revised evaluation?
3. How will public comments be addressed and considered in the process?
4. To what extent are projects scalable?
5. What other qualitative factors bear consideration?

Significant qualitative discussion about the evaluation, the merits, benefits and trade-offs associated with each project should be considered prior to forwarding a recommendation to the WCCC.

Please note that there may be other qualitative factors beyond these scores that may determine which projects are best to advance. These qualitative factors may include:

- Local priority.
- Geographic Equity.
- Multi-jurisdictional benefit.

Since project information may be refined and evolve, especially in response to public comment, we expect modifications to the evaluation over the next couple of weeks. Any revisions the spreadsheet will be distributed prior to the July 18 TAC meeting.

#### Attachments

- Draft Active Transportation and Complete Streets Project Evaluation
- Draft Green Economy and Freight Project Evaluation
- Regional Flexible Funding Proposed Evaluation Methodology

**Regional Flexible Funds**

Active Transportation and Complete Streets Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost <sup>3</sup>	Evaluation <sup>2</sup>										Score <sup>1</sup>
						Improves Access to/from High Priority Destinations (H)	Improves Safety (H)	Serves Traditionally Underserved (H)	Conducted Outreach to Underserved (M)	Mitigates Conflict between Freight/Bike (M)	Completes Last Mile Connection (M)	Improves user experience (M)	Serves High Density or Projected High Growth Area (M)	Leverages Funds (L)	Reduces Need for HWY Expansion (L)	
Canyon Road Streetscape and Safety Project	Beaverton	The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments.	Hocken to 117th Ave	\$3,525,000	\$3,885,000	3	3	3	3	2	3	2	3	3	2	58
Downtown Accessibility Project	Hillsboro	The project will be based on the outcome and findings of the Downtown Hillsboro Accessibility study.	Adams to 10th Ave	\$3.0M	\$4.7million - 9.0 million (scalable)	3	2	3	2	1	3	2	3	2	2	50
BCT Crescent Connection: Westside Trail	THPRD	The project will design and construct a 1.4-mile multiuse off-street trail. The 10-foot wide asphalt trail will parallel Beaverton Creek at the east end and parallel the TriMet light rail line on the west end.	Hocken to Tualatin Nature Park	\$4,247,649	\$4,733,812	3	3	2	1	3	3	3	3	2	2	54
Fanno Creek Trail	Tigard	This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.	Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge	\$3.7M	\$4,600,000	3	3	2	2	3	2	3	3	3	3	56
Merlo/170th Complete Corridor Design Plan	Washington County	The project will create a design plan for two adjacent corridors: SW 170th Avenue from Tualatin Valley ("TV") Highway to Baseline Road and SW Merlo Road / 158th Avenue from 170th Avenue to Jenkins Road.	Baseline to TV Hwy	\$445,000	\$500,000	2	3	3	3	2	3	2	2	1	1	50
Pedestrian Arterial Crossings	Washington County	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road, Baseline Road, Cornell Road, 185th Avenue, and 170th.	Walker Road (Murray to Cedar Hills Blvd), Baseline Road (Cornelius Pass Rd to 185th), Cornell Road (Aloclek to John Olson), 185th Avenue (Baseline to Alexander), and 170th (Merlo to Farmington).	\$3,585,000	\$3,979,350	3	3	3	3	2	3	2	3	1	2	56

**Notes:**

- <sup>1</sup> Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)
- <sup>2</sup> Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.
- <sup>3</sup> Minimum construction project cost is \$3 million; minimum project development cost is \$500,000

**Regional Flexible Funds**

Green Economy and Freight Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost <sup>3</sup>	Evaluation <sup>2</sup>											Score <sup>1</sup>
						Reduces Freight Delay (H)	Access (H)	Green Economy and Economic Opportunity (H)	Mitigates Conflict between Freight/Bike (M)	Reduces Air Toxics/Particulate Matter (M)	Reduces Impacts to EJ Community (M)	Increases Freight Reliability (M)	Innovation (L)	Leverage (L)	Reduces Need for HWY Expansion (L)	Includes Multi-Modal Element (L)	
Concept Development for Hwy 217 Overcrossing at Hunziker Street	Tigard	The project will begin concept development for realignment of Hunziker Road to cross over OR 217, connecting with Hampton Street on the east side of the highway and the closure of Hunziker at 72nd Avenue. Potential design elements may include: widening of 72nd Avenue; intersection improvements; complete street elements such as pedestrian, bicycle, and auto connections between the Tigard Triangle and Tigard Town Center; and a potential high capacity transit alignment. The project will also identify impacts or opportunities related to the interchange of 72nd Avenue and OR 217, such as changes in ramp or ramp intersection configuration.	Overcrossing of Hwy 217 between Hunziker Road to Hampton Street at 72nd Avenue	\$800,000	\$900,000	2	3	2	2	3	2	2	1	2	2	3	47
Silicon Forest Green Signals	Washington County	The project extends adaptive signal control along county-maintained arterial roadways : 1) Cornelius Pass Road from the Sunset Highway (US 26) interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, Tualatin Valley Highway (OR 8); 3) Baseline Road west of Cornelius Pass Road to Borwick Street (2 intersections); 4) Cornell Road from east of Cornelius Pass Road east to 185th Avenue. The project also constructs one signalized mid-block crossing at the Rock Creek Trail intersection with Cornell Road.	1) Cornelius Pass Road from the US 26 interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, TV Hwy; 3) Baseline Road to Borwick Street; 4) Cornell Road from east of Cornelius Pass Road to 185th Avenue	\$1,895,700	\$2,130,000	3	3	1	2	3	1	3	1	2	3	3	48
Tonquin Road / Grahams Ferry Road Intersection Project	Washington County	The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks.	intersection of Tonquin Road and Grahams Ferry Road	\$2,132,000	\$3,350,000	2	3	1	2	2	1	2	1	3	2	3	41

**Notes:**

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<sup>2</sup> Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

<sup>3</sup> Minimum construction project cost is \$1 million; minimum project development cost is \$200,000



## Memorandum

**To:** WCCC Transportation Advisory Committee  
**From:** Dyami Valentine, Associate Planner  
**Date:** May 24, 2013  
**Re:** Regional Flexible Funding Proposed Evaluation Methodology

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The WCCC TAC will take action on a recommendation to the WCCC on a 100% project list for both Active Transportation/Complete Streets and Green Economy/Freight candidates at the July 18 meeting. In preparation of that recommendation a technical evaluation of the candidate projects based on Metro's criteria will occur in June. Washington County staff will take the lead on providing an initial evaluation of the Active Transportation/Complete Streets applications. Washington County staff and Tigard staff will evaluate the Green Economy/Freight applications together, as there are only two applicants. The evaluations will be reviewed with the TAC at the June 27 meeting.

The purpose of the May 30 WCCC TAC discussion is to agree upon how the projects will be evaluated as well as a common understanding of some of the more subjective criteria. For example, what is an effective approach to determine whether a project helps green the economy and/or offers economic opportunities for EJ/underserved communities?

Some readily available mapped data may be used to help inform the evaluation. However, the applications should already make the case of how the projects address each criterion. Each criterion below includes a proposed methodology for evaluating the candidate projects in a way that attempts to be clear and objective. Please review and come prepared to discuss at the May 30 WCCC TAC meeting.

Relative priority established by Metro RFF Task Force is indicated as follows:

- Highest Priority (H),
- High Priority (M), and
- Priority (L)

### **Active Transportation / Complete Streets Criteria**

#### **Access (H)**

Improves access to priority destinations, including mixed use centers, large employment areas, schools, and essential services for EJ/underserved communities.

Proposed methodology: Measure proximity to and density of existing priority destinations using mapped data. High, medium and low scores based on land use suitability map, related to number and size of priority destinations. Mapped data includes:

- Population density
- Major employment centers
- Schools
- Parks
- Social service and civic centers

- Commercial centers (includes grocery stores)

### Safety (H)

Improves safety

- Proposed methodology: Evaluate candidate projects using safety indicators like bicycle and pedestrian involved crashes, traffic volume, traffic speed, and freight conflicts, and that the proposed project would separate or otherwise address the conflict
- High score indicates all of the following characteristics exist on or parallel to the proposed improvement and the project addresses the conflict:
    1. bicycle or pedestrian involved crash within last 3 years of available data,
    2. high daily volume and average speed, and
    3. freight route.
  - Medium score indicates two of the above characteristics are present and the project addresses the conflict.
  - Low score indicates one of the above characteristics is present and the project addresses the conflict.

### Equity (H)

Serves traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities.

- Proposed methodology: Evaluate whether the candidate project will serve traditionally underserved communities based on Metro's mapped EJ data:
- High score indicates the candidate project **directly** serves an area of **significantly above average** minority, low-income, limited English speaking, youth, elderly, disabled
  - Medium score indicates the candidate project **directly** serves an area of **above average** minority, low-income, limited English speaking, youth, elderly, disabled
  - Low score indicates the candidate project **indirectly** serves an area of **significantly above average** or **above average** minority, low-income, limited English speaking, youth, elderly, disabled

### Outreach (M)

Outreach has been conducted with EJ/underserved communities.

- Proposed methodology: Evaluate previous outreach efforts
- High score demonstrates that the candidate project is
    1. the result of a previous study,
    2. on the RTP project list, or
    3. on the TSP project list/other local project list, and
    4. included direct outreach to underserved communities.
  - Medium score demonstrates that the candidate project is
    1. the result of a previous study, with low income or minority community involved as part of study
    2. on the RTP project list, or
    3. on the TSP/other local project list,
  - Low score did not have outreach conducted.

**Mitigates mode conflict (M)**

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant reduction** of conflict between modes, including physical separation of ped/bike facilities from vehicular traffic.
  - Medium score indicates **moderate reduction** of conflict between modes
  - Low score indicates a **minimal reduction** of conflict between modes

**Last Mile (M)**

Includes last mile connections to transit.

- Proposed methodology: Evaluates whether the candidate project improves access to transit.
- High score means the project addresses a need identified by TriMet's Pedestrian Network Analysis, and/or directly benefits a transit stop **within ¼ mile**.
  - Medium score means the candidate project indirectly benefits a transit stop **within ½ mile**.
  - Low score means the candidate project is not within close proximity to a transit stop **beyond ½ mile**.

**User experience (M)**

Will lead to an increase in non-auto trips through improvements to the user experience.

- Proposed methodology: Evaluate whether candidate project will likely result in improved transportation options for non-auto trips by including design elements like access to nature for off-street trails, vegetative buffers for on-street routes, noise buffers, avoids steep terrain, minimizes interaction with traffic, provides the most direct route possible, provides way-finding and signage, and bicycle storage at transit stops.
- High score incorporates five or more elements
  - Medium score incorporates 2-4 elements
  - Low score incorporates 0-1 elements

**Density and growth (M)**

Serves a high density or projected high growth area.

- Proposed methodology: Evaluate whether the candidate project is located in an existing high density residential or high growth area.
- High score indicates an average existing or zoned residential density in excess of 15 units per acre within ¼ mile buffer or an area forecast for employment growth
  - Medium score indicates an average existing or zoned residential density between range of 7-15 units per acre within ¼ mile buffer, or near an area forecast for employment growth
  - Low score indicates existing or zoned residential density less than 7 units per acre within ¼ mile buffer, and not near an employment growth area

**Will include outreach/education/engagement element (L)**

- All candidate projects score yes.

**Leverages other funds or investments (L)**

Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment or has a greater level of local match.

- High score indicates the candidate project improves upon an existing and/or committed investment or has a relative high level of local match
- Medium score indicates the candidate project has a relative medium level of local match
- Low score indicates the candidate project has a relative low level of local match

**May help reduce the need for road and highway expansion (L)**

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

**Green Economy / Freight Criteria****Reduces freight delay (H)**

Proposed methodology: Evaluate the relative level in which the proposal reduces freight delay. Considerations may include whether the project is on a freight route and/or high freight volumes are experienced on the route.

- High score indicates project will **significantly reduce delay** on an identified freight route.
- Medium score indicates project will **moderately reduce delay** on an identified freight route.
- Low score indicates project will **serve freight movement indirectly**

**Access (H)**

Increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

Proposed methodology: Measure proximity to existing industrial lands, employments centers & local businesses and/or rail facilities priority land use using mapped data.

- High score indicates the candidate project is located within and/or directly serves **more than one priority land use** as defined in the RTP.
- Medium score indicates the candidate project is located within and/or directly serves **one priority land use**
- Low score indicates the candidate project **is not located within** and/or **indirectly serves one priority land use**

**Green Economy and Economic Opportunity (H)**

Helps to green the economy and offer economic opportunities to Environmental Justice / underserved communities.

- Proposed methodology: Measure proximity to mapped Environmental Justice / underserved community data. *Need assistance with defining how a project greens the economy or offers economic opportunities.*
- High score indicates the candidate project is located within and/or directly serves an area with **significantly above average EJ concentration**
  - Medium score indicates the candidate project is located within and/or directly serves an area with **above average EJ concentration**
  - Low score indicates the candidate project is **not located within and/or indirectly serves significantly above average or above average EJ concentration**

**Mitigates freight / active transportation conflicts (M)**

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the relative level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant** reduction of conflict between modes, and inclusion of separated ped/bike/transit facilities.
  - Medium score indicates **moderate** reduction of conflict between modes
  - Low score indicates a **minimal** reduction of conflict between modes

**Reduces air toxics or particulate matter (M)**

- Proposed methodology: Evaluate whether the project addresses an area where congestion is observed, and the relative level in which the proposal reduces congestion and/or idling time of cars and freight.
- High score indicates the candidate project will **significantly reduce congestion and delay**
  - Medium score indicates the candidate project will **moderately reduce congestion and delay**
  - Low score indicates the candidate project will **minimally reduce congestion and delay**

**Reduce Impacts (M)**

Helps reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities.

- Proposed methodology: Evaluate the relative level in which the proposal reduces impacts to Environmental Justice communities.
- High score indicates the candidate project is located within and/or directly impacts an EJ community and **significantly reduces** impacts of freight
  - Medium score indicates the candidate project is located within and/or directly impacts an EJ community and **moderately reduces** impacts of freight

- Low score indicates the candidate project is located within and/or directly impacts an EJ community and **minimally reduces** impacts of freight or is not within close proximity to EJ community

### **Increases freight reliability (M)**

- Proposed methodology: Evaluate the relative level in which the proposal increases freight reliability.
- High score indicates the candidate project is located on a freight route and **significantly increases** freight reliability
  - Medium score indicates the candidate project is located on a freight route and **moderately increases** freight reliability
  - Low score indicates the candidate project is located on a freight route and **minimally increases** freight reliability

### **Innovation (L)**

Is of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources.

- Score as yes, if it is innovative or unique in nature

### **Leverage (L)**

Leverages other funds or prepares project to compete for discretionary funding that may not otherwise come to the region.

- Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment, has a greater level of local match and/or leverage private development.
- High score indicates the candidate project improves upon an existing and/or committed investment, has a relative high level of local match, and/or will leverage significant private development
  - Medium score indicates the candidate project has a relative medium level of local match, and/or will leverage moderate private development
  - Low score indicates the candidate project has a relative low level of local match, and/or will leverage low private development

### **Reduce need for highway expansion (L)**

May help reduce the need for highway expansion.

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

### **Includes multi-modal elements (L)**

- Score as a yes, if a candidate project includes multi-modal elements

# *East Multnomah County Transportation Committee*

Exhibit C

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

September 11, 2013

Metro

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

## **Re: MTIP Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) East County Allocations**

Dear Tom and Carlotta:

The East Multnomah County Transportation Committee (EMCTC) met on September 9, 2013 and took formal action to endorse the following projects for funding for East County's Regional Flexible Funds (RFFA) and Regional Economic Opportunity Fund (REOF) allocation.

### Regional Flexible Funds (RFFA)

- Gresham Sandy Boulevard Project: Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits City of Gresham's application for improvements along Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits. The committee voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

### Regional Economic Opportunity Fund (REOF)

- NE 238<sup>th</sup> Drive PE/Design/ROW Project is the priority project that was identified as part of the recent completion of the East Metro Connections Plan by the East County cities of Gresham, Wood Village, Fairview and Troutdale, along with Multnomah County. Funding for construction is being sought under the STIP process. Amount \$1M.
- I-84/Troutdale interchange with support for local roads has been identified as a priority for the region through the most recent TIGER process and includes improvements to access to the Troutdale Reynolds Industrial Park for all users and expands job creation opportunities within the 345-acre industrial site. Amount \$8M.

Thank you for continuing to advance these projects as East County priorities for the Region and for funding under the MTIP.

Sincerely,



Diane McKeel, Chair  
East Multnomah County Transportation Committee

cc: Councilor Lisa Barton Mullins, Fairview  
Councilor Josh Fuhrer, Gresham  
Mayor Doug Daoust, Troutdale  
Councilor Tim Clark, Wood Village  
Susie Lahsene, Port of Portland

## EMCTC 100% Recommended Project for the MTIP Regional Flex Funds Allocation

## Project:

- **Gresham Sandy Boulevard Project: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes**

City of Gresham's application for improvements along Sandy Boulevard between 181<sup>st</sup> Avenue and east City of Gresham limits. This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. Amount: \$2.578M of Active Transportation \$1.066M of Freight/Green Economy sub-regional cost target of Multnomah County (Total= \$3.644M)

The East Multnomah County Transportation Committee (EMCTC) voted to award all of the East County allocation for Active Transportation and Freight/Green Economy to this project. The committee recognizes that in absolute terms the project does not reflect the 75/25 policy split, however this project was identified as a priority project. With funding limitations, this project achieves the goal of a complete project that has both active transportation and freight components.

This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last Flex Funds cycle.

### **EMCTC Summary of Local Process for MTIP Regional Flex Funds Allocation**

The East Multnomah County Transportation Committee (EMCTC) local review and prioritization of projects for funding under the Regional Flex Funds allocation involved a number of steps that included a robust public outreach process. The process included technical review of applications that was conducted and completed in May 2013. An Open House and Public Meeting before EMCTC was held on July 29, 2013. Seven attendees in general support of the projects were present. Six letters of support for the Gresham Sandy Boulevard project were received. Outreach targeted community organizations/stakeholders and included: email blasts, press releases, website postings, social media feeds/tweets, newsletter articles, media coverage, city wide mailings, tabling at community events, posting and distribution of information at key community locations (i.e. libraries, post offices, neighborhood boards).

Staff as part of their technical evaluation and in consideration of the public comments has recommended for funding the Gresham Sandy Boulevard Project to receive East County's full allocation of both the Active Transportation and Green Economy/Freight allotment. This project will benefit all of East Multnomah County by improving mobility and access to a regionally significant industrial area, enhancing safety, and building new multimodal facilities to and along US 30/Sandy Boulevard. Benefits of this project go beyond the physical construction elements; improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. This project also builds on previously approved funding on the east end of Sandy Blvd, funded in the last flex funds cycle. EMCTC took action on the 100% list at their September 9, 2013 meeting.

# Input Sought On East Multnomah County Transportation Projects

## WEIGH IN ON TRANSPORTATION PROJECTS IN YOUR COMMUNITY

Do you have thoughts on how to improve transportation in your community? Help us decide which bike, pedestrian, road and freight projects to fund for East County. Through the Regional Flexible Funds program, staff from Multnomah County and the Cities of Fairview, Gresham, Troutdale and Wood Village have proposed projects and we want to hear from you. Which projects meet the needs of your community? How could the projects be improved?

We will be taking comments through July 31, 2013 to help make a decision on which local projects to fund. You can participate by sending in your comments or by providing your comments at a Public Meeting that will be held on July 29<sup>th</sup> at Gresham City Hall. An open house will be held prior to the meeting. The East Multnomah County Transportation Committee (EMCTC) will convene the meeting.

### PUBLIC OPEN HOUSE AND MEETING WITH EMCTC

Wednesday, July 29, 2013  
 Open House: 4:30pm-5:30pm  
 Public Meeting: 5:30pm-6:00pm  
 Gresham City Hall-  
 Oregon Trail/Springwater Rooms  
 1333 NW Eastman Parkway  
 Gresham, OR 97030

### OR SEND YOUR COMMENTS TO

EMCTC  
 1600 SE 190<sup>th</sup> Ave  
 Portland, OR 97233  
 Email: [joanna.valencia@multco.us](mailto:joanna.valencia@multco.us)  
 Fax: (503)988-3389  
 Phone: (503)988-3043 ext. 29637

**For more information on projects:** <https://multco.us/transportation-planning/rff>  
 Project descriptions are provided in Spanish, Vietnamese, Chinese and Russian at the following website: [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa)

### Projects in East County include:

- Sandy Boulevard: NE 181st Avenue to East Gresham City Limits- Construct new multimodal facilities and improve safety for all modes.
- Hogan Road: Powell Boulevard to Rugg Road- Engineering/Design of multimodal access along Hogan Road.
- NE 238th Dr: Halsey St to Glisan St- Engineering/Design of freight and bike/pedestrian improvements.
- Troutdale Industrial Access Project – Construct access improvements to the Troutdale Reynolds Industrial Park, and improve sidewalk connections in the area.

The Regional Flexible Funds program includes funds from three federal programs and is allocated every two to three years. A final decision on which projects to fund will occur this fall.

# Input sought on East Multnomah County transportation projects

## Weigh in on transportation projects in your community

We want to hear from you! Help us decide which bike, pedestrian, road and freight projects to fund for East County. We will be taking comments through July 31st to help make a decision on which local projects to fund. You can participate by sending in your comments or by providing your comments at a Public Meeting with the East Multnomah County Transportation Committee (EMCTC) that will be held on July 29<sup>th</sup> at Gresham City Hall. An open house will be held prior to the meeting.

### Public Open House and Meeting with the EMCTC

Wednesday, July 29, 2013

Open House: 4:30pm-5:30pm

Public Meeting: 5:30pm-6:00pm

Gresham City Hall- Oregon Trail/Springwater Rooms  
1333 NW Eastman Parkway, Gresham, OR 97030

### Send your comments to:

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Gresham City Hall- Oregon Trail/Springwater Rooms  
1333 NW Eastman Parkway, Gresham, OR 97030

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Public Meeting: 5:30pm-6:00pm

Gresham City Hall- Oregon Trail/Springwater Rooms  
1333 NW Eastman Parkway, Gresham, OR 97030

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

EMCTC, 1600 SE 190<sup>th</sup> Ave, Portland, OR 97233

Email: joanna.valencia@multco.us

Fax: (503)988-3389

Phone: (503)988-3043 ext. 29637

### For more information on

**projects:** <https://multco.us/transportation-planning/rff>

Project descriptions are provided in Spanish, Vietnamese, Chinese and Russian at the following website:

[www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa)

## Weigh in on transportation projects in your community

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

### Public Open House and Meeting with the EMCTC

Wednesday, July 29, 2013

Open House: 4:30pm-5:30pm

Public Meeting: 5:30pm-6:00pm

Gresham City Hall- Oregon Trail/Springwater Rooms  
1333 NW Eastman Parkway, Gresham, OR 97030

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**COLUMBIA SLOUGH WATERSHED COUNCIL**

7040 NE 47TH AVE, PORTLAND OR 97218

503-281-1132

WWW.COLUMBIASLOUGH.ORG



24<sup>th</sup> of July, 2013

Commissioner Diane McKeel  
Multnomah County  
501 SE Hawthorne, Suite 600  
Portland, OR 97214

Dear Commissioner McKeel:

On behalf of the Columbia Slough Watershed Council, I am writing to express support for the City of Gresham's request for Regional Flexible Funds to pay for improvements along Sandy Boulevard between 185<sup>th</sup> and 201<sup>st</sup> Avenues.

The Columbia Slough is an urban watershed that has been heavily polluted by highway runoff. The Slough runs east to west about 1,000 feet north of Sandy Boulevard in this area. The project includes new drainage systems and street trees that will prevent and capture stormwater runoff from Sandy Boulevard before the runoff reaches the Slough. The scope and scale of this project supports the Council's mission to foster actions that protect, enhance, restore and revitalize the slough and its watershed.

The bicycle and pedestrian facilities will provide new multimodal transportation options and new recreational opportunities for the public. These improvements will also provide access to the newly installed trail at the Columbia Slough Water Quality Facility.

Thank you for your consideration. We look forward to the development of the project.

Sincerely,

Jane A. Van Dyke  
Executive Director

---

## *Administrative Office*

2154 N.E. Broadway, Suite 200 ' Portland, Oregon 97232-1590  
Mailing Address: P.O. Box 12127 ' Portland, Oregon 97212-0127  
Phone 503-284-9005 Fax 503-284-5458  
E-Mail: [jweston@apmportland.com](mailto:jweston@apmportland.com)

July 9, 2013

East Multnomah County Transportation Committee  
C/o Commissioner Diane McKeel, Committee Chair  
1600 SE 190<sup>th</sup> Avenue  
Portland, Oregon 97232

### To Whom It May Concern:

I am writing to extend support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181<sup>st</sup> and 201<sup>st</sup> Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting industrial development and job creation in East County.

My company owns property directly adjacent to the proposed project at 190th, which we are actively marketing for industrial development and has the State of Oregon industrial site certification (#304-4) for immediate development. In the last 24 months Weston Investment Co. LLC has expended considerable sums of money preparing the site for immediate development. The work that has been completed is the stripping of the excess debris, years ago the site had agricultural buildings, removing the foundations, clearing and leveling the site, relocating the overhead power line that served the City of Gresham facility to the north, having the State of Oregon, Department of Environmental Quality (DEQ) certify the decommissioned monitoring wells on the site. We are now in the process of bringing in, under proper permit, engineer fill so the site can be put to productive use the benefits that occur with this certification. Transportation improvements to Sandy will enhance the development potential of that entire area.

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

The south side of Sandy, in the immediate area, has been improved as well as the area to the immediate west, thus when the work is completed it will give a completed finish look to NE Sandy.

The industrial area in north Gresham and the East Metro region is critical to sustaining the vitality of existing industrial enterprises and for creating new jobs in the region. The physical improvements proposed with this project will bring Sandy up to a standard that will help the area develop sooner rather than later, and will make sure that the transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Thank you for your attention to this request and if you have any questions please do not hesitate to contact me.

Yours truly,  
Weston Investment Co. LLC

A handwritten signature in black ink, appearing to read "Joseph E. Weston". The signature is written in a cursive style with a large initial "J" and "W".

Joseph E. Weston

JW/ts

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



**City of Gresham  
Citizen Transportation Advisory Subcommittee**

July 11, 2013

East Multnomah County Transportation Committee  
c/o Commissioner Diane McKeel, Committee Chair  
1600 SE 190<sup>th</sup> Avenue  
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – N.E. 181<sup>st</sup> Avenue to near 201<sup>st</sup> Avenue

Dear EMCTC Members:

The Gresham Transportation Subcommittee met on July 11, 2013 and took formal action to endorse the City of Gresham's application for US 30/Sandy Boulevard improvements to be funded through the Regional Flexible Funds (RFF) process. This letter is in addition to a letter of support submitted March 7, 2013 as part of the Metro comment period for RFF projects.

This projects meet the criteria developed for both the Active Transportation and Freight/Green Economy components of the RFF program. The Subcommittee agrees that primary merits of both projects include multi-modal access and safety improvements to an under-developed industrial area that will create jobs for a large population within East Multnomah County and the region.

Without funding through the RFF program it is highly unlikely that these improvements will be possible in the near future and would be a lost opportunity for jobs and multimodal access improvements. Therefore, the Committee strongly urges funding for this critically important transportation improvement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Olson".

Greg Olson, Chair  
Gresham Transportation Subcommittee

cc: Katherine Kelly, City of Gresham

# GRESHAM

## REDEVELOPMENT COMMISSION

Exhibit C

July 2, 2013

East Multnomah County Transportation Committee  
C/O Commissioner Diane McKeel, Committee Chair  
1600 SE 190th Avenue  
Portland, OR 97232

Dear Chair McKeel,

I am writing to express support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for promoting industrial development in Rockwood, keeping employees and freight moving through the region, and helping nearby Rockwood residents access jobs and recreational opportunities.

The proposed improvements to Sandy are the Gresham Redevelopment Commission's highest priorities in the industrial area of Rockwood. We believe that these infrastructure improvements will spur investment in Rockwood sooner rather than later, and not just to properties directly along Sandy: by enhancing capacity on this critical corridor, particularly as it connects with 201<sup>st</sup>, 181<sup>st</sup>/Airport Way, and 185<sup>th</sup> Avenue, the street improvements are meant to promote industrial development throughout the industrial are of Rockwood between Marine Drive and Halsey.

This project is also important for more than cars and trucks using Sandy. Many employees already use active transportation to get to work in this area, and improving the pedestrian & bicycle amenities (including a new signalized intersection at 185<sup>th</sup>) can only make taking the bus or bicycling to work a safer and more attractive choice.

The project also makes an important connection in the short term between the Gresham-Fairview Trail and Marine drive via Sandy, which is a significant benefit to users of those key regional trails. With the final alignment of the last phase of the Gresham-Fairview trail likely several years from completion, this project gives low-income families in Rockwood a safe, pleasant route to Blue Lake and the Marine Drive trail that significantly diminishes exposure to the busy traffic along Sandy.

Thank you for your attention to this request. We hope you'll agree that this project is a notable step forward in making sure that transportation infrastructure in that area supports full build-out and accommodates freight, workers, and others for years to come.

Sincerely,



Shane T. Bemis  
Mayor

cc: Katherine Kelly, City of Gresham Transportation Planning Manager

July 8, 2013

The Honorable Diane McKeel  
Multnomah County Commission  
Chair, East Multnomah County Transportation Committee  
1600 SE 190th Avenue  
Portland, OR 97232

**RE: Regional Flexible Funds – US 30/Sandy Boulevard**

Dear Commissioner McKeel:

I am writing on behalf of the Boeing Company to express our support for the City of Gresham's application for Regional Flexible Funds to support multimodal improvements on US Highway 30/Sandy Boulevard between 181st and 201st Avenues. This funding is essential for improved access and circulation on US 30/Sandy Boulevard, thereby supporting development of industrial activity in the north Metro region.

The Boeing Company employs approximately 1,800 people at our Gresham facility who often move off and on the site every day. In addition, our company has many vendors and suppliers using the roads leading to and from our property, often with large freight deliveries.

While we have completed improvements on the frontage in front of our property, the proposed improvements for the rest of the road are necessary in order for the area's traffic to truly function effectively.

The industrial area in north Gresham and the East Metro region is essential to sustaining the vitality of existing industrial enterprises such as Boeing, and of those living and working in the region. The physical improvements proposed with this project will achieve these goals by making the area more attractive for new development and economic activity in the area.

Thank you for your attention to this request.

Sincerely,



Richard A. White  
State & Local Government Relations, Northwest Region

cc: The Honorable Shane Bemis, Mayor, City of Gresham  
Katherine Kelly, Transportation Planning Manager, City of Gresham



July 23, 2013

East Multnomah County Transportation Committee  
c/o Commissioner Diane McKeel, Committee Chair  
1600 SE 190<sup>th</sup> Avenue  
Portland, OR 97232

Re: Regional Flexible Funds Project on N.E. Sandy Boulevard – 181<sup>st</sup> Avenue to 201<sup>st</sup> Avenue

Dear Commissioner McKeel:

I am writing in support of the City of Gresham's proposal to fund improvements on Sandy Boulevard through the Metro Regional Flexible Funds program.

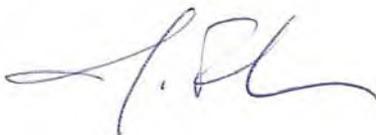
This shovel-ready project to construct 5,750 feet of improvements along US Highway 30 and Sandy Blvd. will encourage active transportation and increase safety for all users.

- New intersection turn lanes and realignment of existing travel lanes will create continuous connections and improve capacity for motor vehicles;
- New sidewalks, a multi-use trail, and bike lanes will encourage more pedestrian and bicycle movement by providing safer facilities for these modes;
- New streetlights, median islands for pedestrian crossings, upgrading of a traffic signal at I-84/Sandy Boulevard/181st Avenue interchange, and a new signal at 185th Avenue and Sandy Boulevard will allow planned industrial development to occur without sacrificing safety or accessibility;
- Street trees and rain gardens along the alignment will improve the management of a critical watershed.

As representative to EMCTC for the City of Gresham, understanding how investments in a transportation network that serves all users can enhance the local economy and create a more livable community, I strongly advocate support this project.

I urge you to give this application full and fair consideration.

Sincerely,



Josh Fuhrer  
Gresham City Councilor

East Multnomah County Active Transportation Projects				Total Funds Allocated for Multnomah County: \$2,578M																														
Project Name	Lead Agency	Project Description	Construction or Project Development	RFF Request	Highest Priority Criteria			High Priority Criteria						Priority Criteria																				
					H-M-L Score	Improves Safety- Addresses site issues documented in BIA/Ped crash data and/or BIA/Ped traffic	H-M-L Score	H-M-L Score	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	H-M-L Score	Increases user/shipper by providing a good user experience (refer to Active transportation design elements)	H-M-L Score	Services high density/projected high growth areas	H-M-L Score	Includes outreach, education, engagement component	H-M-L Score	Can leverage funds	H-M-L Score	Reduces need for highway expansion															
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/24th Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total = \$3,644M)	H	Based on Metro's "2007-2011 Fatal/Injury Crash Data" GIS data this portion of the Hogan corridor has a relatively low rate of crashes. State data shows five pedestrian crashes on this segment of Hogan, all of those with injuries. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the west and east sides of Hogan Road to separate those modes from auto and freight vehicles traveling the corridor.	NM	Serves Underserved Communities	M	The Hogan corridor south of Powell Boulevard is identified as having "above average" concentrations of non-white and low-income persons, and "significantly above average" concentrations of disabled, elderly and young persons. This project responds to serving those populations by providing enhanced multimodal access and mobility improvements between two regionally significant employment areas - the Downtown Gresham Regional Center and Springwater Plan Area. In addition it enhances travel to an area that ranks "significantly above average" and "above average" concentrations of service destinations such as civic establishments, financial and legal establishments, health services, and essential food establishments.	M	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	M	Right-of-way is adequate in the section from Powell to Palmquist/Roberts, multi-use paths would be added there as well. These would provide separated, off-street facilities to reduce conflict with freight and auto traffic.	M	Increases user/shipper by providing a good user experience (refer to Active transportation design elements)	M	Commuter and recreation routes from Downtown Gresham and the Springwater Plan Area are limited. This project will support an increase in mode shift from single occupant vehicles by providing a safe and attractive off-road multi-use path for pedestrians and bicyclists to access employment and commercial areas. The path will be adjacent to a planter strip with rain gardens and/or new street trees where right-of-way is adequate.	M	Services high density/projected high growth areas	H	This project serves the Gresham Regional Center, a relatively high density area within Gresham. It directly connects the Regional Center to existing residential areas as well as to the Springwater Plan Area, which is planned for greater employment, commercial, and residential densities. Enhancing access and mobility through new multimodal facilities and building the roadway portion of this project to provide adequate vehicle and freight movement to those regionally significant destinations.	H	Includes outreach, education, engagement component	H	The process to nominate this project for advancement to receive Regional Flexible Funds (RFF) most recently culminated in the East Multnomah County Transportation Committee's vote on March 11, 2012 to advance this as a priority project. Also, there has been extensive outreach to the Gresham community through multiple media and venues via the East Metro Connections Plan process and the Springwater Comprehensive Planning process.	H	Can leverage funds	M	This project complements a funded STP modernization project at the intersection of US 26 and SE 267th Avenue. That project, which consists of capacity and safety improvements, will implement an initial phase of development of the Springwater Plan Area. This project provides additional capacity and safety, as well as new multimodal features that support development of the Springwater Plan Area.	M	Reduces need for highway expansion	M	Enhancing the capacity and mobility of this corridor for all modes will make it more accessible for all users. Enhanced non-auto facilities will increase mode shift and thereby reduce the need for road and highway expansion.
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development	\$2,578M of Active Transportation Subregional Cost Target of Multnomah County (Total = \$3,644M)	H	Based on Metro's "2007-2011 Fatal/Injury Crash Data" GIS data, this portion of the Sandy Boulevard corridor has a "mid-range" rate of crashes. State data shows three pedestrian crashes on this segment of Sandy Boulevard, two of those with injuries and one fatal. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the north and south sides of Sandy Boulevard to separate those modes from freight vehicles accessing this primarily industrial area.	H	Serves Underserved Communities	H	This project serves a large population of EJ and underserved populations in Gresham and in East Multnomah County. The industrial area of Rockwood along Sandy Boulevard is one of the most significant concentrations of employment (current and potential) in East County, and is especially significant to the underserved Rockwood Town Center community directly to the south. The Rockwood Town Center neighborhood exemplifies Metro criteria for "underserved" communities: a predominantly non-white, low-income, low English proficiency, young, and high concentration of disabled persons neighborhood dominated by older multifamily housing developments. Low rents in Rockwood have attracted an ethnically diverse population, many of which experience multiple barriers to employment. Improving access and mobility opportunities in the closest significant employment area to Rockwood will directly benefit Rockwood residents. The proposed improvements also hold a significant potential to indirectly improve the underserved Rockwood neighborhood, which is why this Sandy Boulevard project is identified as one of the Gresham Redevelopment Commission's two highest priority industrial-area projects; investment along the Sandy Boulevard corridor will generate tax increment revenue in this urban renewal area, which in turn will benefit a range of improvements to the Rockwood Town Center and surrounding neighborhood, including investments in housing, public infrastructure, neighborhood amenities and livability and parks. It is worth noting too, that the proposed improvements will enhance the connection between the Rockwood neighborhood (particularly for bicyclists, but also for transit riders disembarking on Sandy Boulevard) and the developed industrial neighborhood to the north. T/Met's #21 Sandy Boulevard bus directly connects workers who don't drive to critical employment opportunities along Sandy Boulevard. Completing the sidewalk and multi-use path network and creating safe, inviting routes from bus stops to businesses makes transit a more viable option for workers at all income levels, but is especially important for those who don't have the option to drive to work. The bicycle and pedestrian facilities likewise will only become more important as gas prices rise in connecting less affluent workers to employment opportunities along Sandy Boulevard and beyond.	H	Improves safety by removing conflicts with freight and/or provides adequate mitigation for any potential conflicts	H	Currently on Sandy Boulevard, there is a small segment, approximately 10% of multi-use path that provides separation of bicyclists and pedestrians from freight vehicles. This project adds an additional ~4,200' of multi-use path so that a bicyclist or pedestrian has the option to travel off-street for the entire segment of Sandy Boulevard from 181st Avenue to the eastern city limits. Being employees have contacted the City of Gresham requesting bicycle facilities from 181st Avenue to their facility. There is conflict accessing their facility because currently there are no bicycle lanes or a multi-use path. This project alone would provide enhanced multimodal access for being's 1,500 employees at this site.	H	Increases user/shipper by providing a good user experience (refer to Active transportation design elements)	H	This project creates new "last mile" connections directly to employment sites. A new multi-use path on the south side of Sandy Boulevard between 181st Avenue and 185th Drive will greatly enhance connections from the I-84 and Marine Drive trails; we have received several requests from being employees to make this connection for cyclists. There are 13 transit stops along this segment of Sandy Boulevard. Five of these stops currently do not have sidewalk or multi-use path connections. This project will provide those facilities at the stops, thereby enhancing access to employment sites.	H	Services high density/projected high growth areas	H	This project serves a high density industrial employment area with much growth potential. It includes improvements totaling approximately 19 acres of vacant, state-certified industrial land will support economic development by attracting employers and new jobs to a ready-made site. The site is strategically located with easy access to I-84, marine, and rail facilities. This project will provide capacity for the development of several full time permanent and 35 short-term engineering and construction jobs along Sandy Boulevard between 185th and 201st Avenues.	H	Includes outreach, education, engagement component	H	The process to nominate this project for advancement to receive Regional Flexible Funds (RFF) most recently culminated in the East Multnomah County Transportation Committee's vote on November 5, 2012 to advance this as the top priority project. Prior to that this project was presented to the community in 2011 during that round of RFF project solicitation. Also, there has been extensive outreach to the Gresham community through multiple media and venues over the past 18 months.	H	Can leverage funds	H	This project is necessary to implement a balanced transportation system for Sandy Boulevard, a critical, multimodal east-west arterial link between Gresham and the City of Portland and other in East Multnomah County. Elements of the project reduce the need for road and highway expansion through the following criteria: Improving the efficiency of the transportation system: 1) New westbound left turn lane to 181st Ave. Forecasts show a need at the Sandy/181st intersection for additional westbound left-turn capacity. A new dual left-turn lane will reduce the projected year 2030 substandard volumetric capacity ratio of 1.00 to 0.82, and all turn movements will meet City performance standards. At wheelchair ramps will be brought into compliance with current City and ADA standards, 2016-18 RFFA Active Transportation and Complete Streets application 122912 Page 10 2) Realignment of existing travel lanes. Restructuring travel lanes and constructing curbs to match existing curb sections in the completion of constructing Sandy Boulevard to a continuous, standard arterial cross section. 3) New pedestrian and bicycle facilities. On the north side of Sandy from 185th Drive to 201st Avenue a new multi-use path will provide direct access to the regional Gresham Fairview Trail and link to the I-84 and Marine Drive Trails. On the south side of Sandy Boulevard from 181st Avenue to 185th Drive a new multi-use path will be constructed. These improvements will effectively complete a major section of the region's trail system and provide added capacity for active modes of transportation. In addition, access to transit will be enhanced and new bus pads will be installed at all stops. 4) Reduce the impacts of transportation on the environment. Capacity and multimodal needs addressed by this project will alleviate excessive motorist delays as employment densities continue to increase in this industrial area. The improvements will reduce freight and auto delay, eliminating the need for roadway expansion and thereby reduce greenhouse gas emissions. 5) Reduce the need for costly future investments in public infrastructure. The existing traffic signal at Sandy Boulevard/181st Avenue is part of the SCATS traffic adaptive signal system, which has been shown in independent studies to provide a minimum 10% increase in corridor throughput compared to conventional signal systems. An upgrade to that signal and a new signal at Sandy Boulevard/185th Drive will be incorporated into the SCATS system to ensure efficient movement along the corridor, particularly for freight and commuter traffic.				

East Multnomah County Freight/Green Economy Projects														Total Funds Allocated for Multnomah County: \$1.066M														
Discussion Draft														Highest Priority Criteria					High Priority Criteria					Priority Criteria				
Project Name	Lead Agency	Project Description	Construction or Project Development	Estimated Cost	RFF Request	Reduces freight delay	H-M-L Score	Increases freight access to industrial lands, employment centers and local businesses and/or rail facilities for regional shippers	H-M-L Score	Contributes to the "greening the economy" and offer economic opportunities to Env. Justice/underserved communities.	H-M-L Score	Reduces air toxics or particulate matter	H-M-L Score	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	H-M-L Score	Increases freight reliability	H-M-L Score	May not get funding otherwise	H-M-L Score	Can leverage (or prepare for) future funds	H-M-L Score	H-M-L Score						
Hogan Road Improvements from Powell Blvd. to South City Limit	City of Gresham	This project is on SE Hogan Road/242nd Avenue between SE Powell Boulevard and SE Rugg Road. The purpose of this project is to improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It is intended to begin implementation of a priority project recently identified in the Metro region's East Metro Connections Plan (EMCP) that will support development of the Springwater Plan Area, a planned and regionally significant employment zone that envisions 15,000 industrial or industrial-related jobs and a new residential community built around a village center.	Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Travel data on the regional freight roadway network shows that speeds along this corridor are in the 25-35 MPH range in the AM and Mid-	H	Hogan Road is a primary corridor serving the Springwater Plan Area, an important employment area in the Regional 2040 Plan. This project will provide freight and multimodal connections to that industrial lands and employment area from the Gresham Downtown Regional Center.	M	Enhanced access and mobility provided by this project will incentivize development along this corridor to its planned potential. This will "green" the economy by creating a more balanced jobs-housing ratio in this area. The Gresham Regional Center contains a workforce population with an "above average" concentration of EJ/underserved persons.	M	The provision of new multimodal facilities to increase mode split and reduced freight delay will help reduce air toxics and particulate matter.	H	The project will help reduce impacts to the EJ communities primarily by reducing emissions. New multimodal facilities to access employment, new residential, schools, and recreational facilities (Gradin Sports Park and the Springwater Corridor Trail in particular) will increase mode split and reduce vehicular conflicts to enhance mobility along the corridor.	H	Travel reliability on the regional freight roadway network shows that this corridor is "less reliable" in the 2hr AM, mid-day, and PM peak hours. This project will construct safer and more efficient access through full build-out of Hogan Road to arterial standards between Downtown and Springwater areas as well as to US 26/Powell Boulevard and I-84.	H/M	The project would not be funded by the mechanisms noted in this question. (state trust fund pass through to local agencies, local bridge program, or large state funding programs) It is too expensive for the City to construct using its share of state trust fund pass through and would not be eligible for local bridge funding.	H	This project leverages other East Multnomah County top priority projects along the Hogan corridor, namely improvements on 238th/Hogan Drive	M	M						
US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit	City of Gresham	This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway. The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route. Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.	Construction and Project Development		\$1.066M of Freight/Green Economy Subregional Cost Target of Multnomah County (Total=\$3.644M)	Sandy Boulevard is a critical part of the north and east Portland region freight transportation network in two primary ways: 1) it diverts traffic off of I-84, an already congested corridor, and 2) it allows access to business and industry in the north	H	This project is located in a regionally significant industrial district with a high concentration of industrial-sector opportunity in the region.	H	Constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support environmentally-conscious economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. Enhancing site frontages and completing the auto, bicycle, and pedestrian network along this corridor will attract new businesses and therefore new employment opportunities. Due to the corridor's proximity to "above average" concentrations of EJ/underserved populations it will greatly enhance connections from those communities to jobs.	H	The project will manage traffic mobility for existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas and particulate emissions.	H	Land uses in the project area are primarily industrial. Residential populations that would be impacted by noise, land use conflicts, or emissions are geographically removed so that this project does not negatively impact them.	M	Existing conditions of the roadway are such that it is not built to full arterial standards and left-turn lanes are not provided along its entire length. Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. This project will align curbs and restripe travel lanes to eliminate any minor delay experienced by freight vehicles along the corridor due to these inconsistencies.	H	The project would not be funded by the mechanisms noted in this question. It is too expensive for the City to construct using a share of state trust fund pass through and would not be eligible for local bridge funding.	H	This nomination will leverage existing private and public investments along Sandy Boulevard as described in the project narrative. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract	H	H						

**BOARD OF COUNTY COMMISSIONERS****PUBLIC SERVICES BUILDING**

2051 KAEN ROAD | OREGON CITY, OR 97045

September 5, 2013

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

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

Dear Councilor Collette and President Hughes:

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

**Regional Economic Opportunity Fund**

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

**Green Economy Freight Initiatives**

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

**Active Transportation**

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

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

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

Sincerely,

Commissioner Paul Savas, Co-Chair  
 Clackamas County Coordinating Committee

Clackamas County Coordinating Committee 2016-18 Project Recommendation Table							
Project	Jurisdiction	Project Description	Project Changes due to Agency and Public Comment	C4 Recommended RFFA Funding	Total Cost	Jurisdictional Match	Percent Match
<b>Regional Economic Opportunity Fund</b>							
Sunrise System: Freight Access and Multi-modal Improvements	Clackamas County	The major project elements of the Sunrise System include implementing principles of Practice Design and Context Sensitive Solutions to construct the Sunrise mainline, a new two lane State Highway between OR 224 and SE 122nd. This project includes the construction of the multi-use path that parallels the State highway and constructing local connections, including Lawnfield Road, Industrial Way and 98th Court so that freight can access the Lawnfield portion of the corridor. The REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements than had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.	Project description clarifies that the REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements than had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.	\$8,267,000	Total Sunrise JTA Investments	Sunrise JTA Investments	
<b>Green Economy Freight Initiatives</b>							
Clackamas County Intelligent Transportation Systems Plan Phase 2	Clackamas County	In Phase 2B of this project, the County will continue with the implementation of projects identified in the priority list. Improvements are proposed to include a wide variety of ITS and small roadway improvements. Some of these improvements could involve upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions. Specific freight routes that are expected to be included in the Freight ITS Plan include: The Milwaukie Expressway (Highway 224) Intersections - Lake Road, Pheasant Court, and Johnson Road, Highway 212/224, between McKinley Street to Rock Creek Junction, Jennifer Street / Evelyn Street / 102nd Drive, SE 82nd Drive signalized intersection between the Gladstone Interchange and OR 212/224, Wilsonville North/South I-5 Connection , Day Road/Elligsen Road/Boones Ferry Road/95th Ave, Wilsonville Road, and Sunnybrook Between 97th Avenue and 82nd Avenue. The ITS treatments that could be deployed on various freight routes in these areas include signal system upgrades, over height vehicle active warning systems/enhancements at low vertical clearance underpasses, at-grade rail crossing surfacing improvements, traffic surveillance cameras, automated probe vehicle collection systems, fiber optic communication	The design and system architecture of the ITS improvements will be consistent with the Regional ITS structure. Final scope and cost estimates will be done in cooperation with ODOT and Metro to insure the project is compatible with the goals of the regional traffic management plans and standards. The ODOT Regional Traffic Engineer will be requested to be involved throughout the project.	\$1,230,000	\$1,375,200	\$145,200	10.56%

Clackamas County Coordinating Committee 2016-18 Project Recommendation Table							
Project	Jurisdiction	Project Description	Project Changes due to Agency and Public Comment	C4 Recommended RFFA Funding	Total Cost	Jurisdictional Match	Percent Match
<b>Active Transportation</b>							
SE 129th Ave: Bike lanes and Sidewalk Improvements: SE Mountain Gate Rd to SE Scott Creek Lane	Happy Valley	The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Ave and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Ave by re-striping the road. A retaining wall of varying height from 0' to 8' will be constructed behind the proposed sidewalk.	Traffic counts at the intersection of SE Mountain Gate and SE 129th will be reviewed to see if a traffic signal or a three-way stop is warranted. Topography and proximity to Mt. Scott Creek limit the setback between the roadway and sidewalk. This City will work to increase the setback from the roadway during project design to the maximum extent possible. Improvements to lighting and a refuge island will be added to enhance the safety of the crossing at SE Scott Creek Lane.	\$2,485,016	\$3,105,644	\$620,628	19.98%
Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City - Over Clackamas River	Gladstone	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¼-mile downriver from the I-205 bridge.	Funding coordination and agreements with project and community stakeholders has been added to the work scope. An additional \$10,000 has been added to the budget.	\$201,892	\$235,000	\$33,108	14.09%
Jennings Ave: Sidewalk and Bike lanes Improvements: OR 99E to Oatfield	Clackamas County	The project will construct curb tight sidewalks on the north side of Jennings Ave and bike lanes on both sides of the street along a total of 3,860 lineal feet of road. The widening of the road will required general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will require the removal and construction of a retaining wall and replacement of an existing guardrail.	The project will include an analysis of marked crosswalks that will meet the regional guidelines, where appropriate. The process for extending the street lighting district has been added to include the remaining portion of Jennings that is currently without street lights. The interface with 99E will be coordinated with ODOT.	\$1,901,092	\$3,806,673	\$1,905,581	50.06%
<b>TOTAL</b>				<b>\$4,588,000</b>			
Molalla Ave - Beavercreek Rd to Hwy 213	Oregon City	This project will build upon recent frontage improvements that have already complied with the Molalla Ave Boulevard and Bikeway Improvements Plan. Lane configurations will be modified through striping, new curb alignments and landscaped and non-landscaped medians. 6' bike lanes will be denoted with striping, signage and signal detection. Sidewalks will be 8-10 feet wide, where possible. The project will include street lighting, roadside and median planter strips, two new signalized intersections and three pedestrian activated crossings.	The project will include 10' sidewalks where feasible. Other design considerations have been incorporated.	<b>NOT RECOMMENDED FOR 2016-2018 RFF FUNDING</b>	\$7,266,322	\$2,687,322	



## Regional Flexible Funds Allocation *Proposed Projects for 2016-18*

# **PUBLIC COMMENT REPORT**

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18. Three projects were proposed by Clackamas County, and one project each was proposed by the cities of Gladstone, Happy Valley and Oregon City. The outreach efforts employed by the County and the results of those efforts are described below.

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### **Outreach Approach**

Public outreach extended throughout Clackamas County, with a particular focus on the areas most directly involved or impacted by the proposed projects. The outreach included a three-part message:

- The proposed projects
- The process for selecting projects to recommend
- When and how to give input
  - Open house/public hearing on August 1
  - Submitting comments by August 8

Outreach methods included the following:

- News release -- sent to all local and regional media outlets
- Web site -- information on the Clackamas County web site about the proposed projects, how to learn more about them and comment opportunities. (Note: This information was provided in English and in Spanish.)
- Email -- to Community Planning Organizations (CPOs) throughout the county, as well as people serving on County advisory boards and committees, business leaders and other community groups.
- Presentations to community and business organizations, including the Economic Development Commission and the Clackamas County Coordinating Committee (C4).
- Study sessions with the Clackamas County Board of Commissioners
- Public open house -- with time for people to learn more about the projects and then present testimony to the C4 Metro Subcommittee, the group designated to make the final recommendations to Metro.

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### **Summary of Comments Received**

Clackamas County received 49 comments -- 34 through testimony at the public hearing on August 1 and another 15 by email. A number of people commented on the value of all of the projects and expressed their concern that funds aren't available for all of them.

Two projects -- the Clackamas County Intelligent Transportation System Plan Phase 2 and the Sunrise System: Industrial Area Freight Access and Multimodal Project -- received no specific comments. These projects are both sponsored by Clackamas County and are not in competition with any other projects in their respective categories of intelligent transportation and freight.

One person commented on all the projects; the rest of the comments were specifically directed at the remaining four projects:

- Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County) -- 21 comments
- Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City) -- 15 comments
- SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project (Happy Valley) -- 8 comments
- Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone) -- 6 comments

**Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County):**

All the comments made about this project were made in support of the project. The recurring themes were need for safety for school children (three nearby schools), the length of time this project has been requested (more than 20 years) and the universal community support for the project.

Specific comments included the following:

- The roadway is currently dangerous for pedestrians of all ages
- Project would help connect to the Trolley Trail
- High-density area with potential for many pedestrians and bicyclists
- Only east-west connection through Jennings Lodge
- Current road is very narrow
- This project provides for safe walking and bicycling on a roadway that currently does not have that option at all; it's not finishing a project that's already begun, it's adding safety where it's greatly needed

**Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City):**

All the comments made specifically about this project were made in support of the project, though some people who commented on other projects referred to this project as less needed than other projects. People in favor of the project noted that the roadway is currently dangerous for pedestrians, the project would enhance multi-modal options and safety for all of Oregon City and especially for area businesses and Clackamas Community College, the project benefits the largest number of people and the project best fits the Regional Flexible Funds criteria.

Specific comments included the following:

- Molalla Avenue is a busy street, but it's not always safe for drivers to turn into business driveways
- Project has the biggest return on investment compared to other projects
- This is the last of a three-phase project.
- We want to improve transit options in the area and need the additional amenities that this boulevard project would provide.
- The project has been in the works for 10 years.

**SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project (Happy Valley):**

All the comments made about this project were made in support of the project.

Everyone commented on the narrow, curvy road with no room for pedestrians, or for a bicycle or car to pull off the road, and poor sight distance. This is a major thoroughfare and commuter route, with many accidents, and there are no feasible alternative routes for pedestrians because of the steepness of nearby streets.

Specific comments included the following:

- There are schools at either end of the road.
- The road is heavily forested, so there is no room on either side outside of the travel lane.
- This is an important connection between the north and south sides of Happy Valley.
- We don't have transit in the area, so we really need a safe route for pedestrians and bicyclists.

**Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone):**

All the comments made about this project were made in support of the project. Most people commented on the relative inexpensiveness of the project and the important connectivity that could be provided to and from Oregon City, and the added benefit to the city of Gladstone.

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**How Public Comments Were Addressed in Final Recommendation**

The C4 Metro Cities Subcommittee is the body chosen to make the final recommendations to Metro for which proposed projects in Clackamas County should receive Regional Flexible Funds in 2016-18. The subcommittee members have seen all the written comments and were present at the August 1 open house/public hearing to listen to the testimony. After the testimony was completed, the subcommittee members discussed what they had heard and the projects, and approved a preliminary recommendation to fully fund the 129<sup>th</sup> Ave. project and Trolley Trail Bridge Feasibility study, with the remainder of funds going to the Jennings Avenue project, and to ask the County to allocate additional dollars to cover the remaining funding gap for the Jennings Avenue project. A final vote, to affirm the action taken on August 1 or to amend it, will be taken on September 5.

During the discussion, the C4 Metro Cities Subcommittee members responded to the testimony in a variety of ways, including the following:

- The Molalla Avenue project does meet the technical evaluation criteria better than the other bike/ped projects, but that technical evaluation criteria is to be used as a guideline, not a requirement
- It would be great to be able to fund all the projects. There is a huge and growing need for transportation funding and that's a much bigger issue that the larger community will need to deal with in the future.
- Equity is a concern, between the cities and the county, and between more and less populated areas.
- Some jurisdictions have already gone the extra mile to raise funds for projects and need the regional flexible funds to support those efforts.

- Density should be a consideration in the selection criteria.
- Jennings Avenue and 129<sup>th</sup> are both very dangerous as they are and clearly need the improvements.
- Safe roads are particularly important in residential areas.
- Connectivity between communities and cities is a vitally important consideration.
- One important factor is to consider projects that serve low-income residents and businesses.
- Cities have fewer resource options than the County.



## 2016–18 Regional Flexible Funds Allocation

### Technical Evaluation

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18.

- One project was submitted by Clackamas County for the Regional Economic Opportunity Fund Category.
- One project was submitted by Clackamas County for the Green Economy / Freight Category.
- Four projects were proposed (one each by Clackamas County and the cities of Gladstone, Happy Valley and Oregon City) for the Active Transportation Category.

The technical evaluation completed by the Clackamas County Coordinating Committee (C4) Transportation Advisory Committee (CTAC) is described below.

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#### Technical Evaluation Approach

Two types of technical analysis were completed for the 2016-2018 Regional Flexible Funds projects:

- Since there was only one application each for the Regional Economic Opportunity Fund and the Green Economy / Freight Initiatives categories, these applications were reviewed to make sure they met all of the criteria. The information developed during the TIGER application process and gathered during the initial JPACT direction in December 2012 provided additional information for the Regional Economic Opportunity Fund project. It was determined that both projects met the criteria for their respective categories.
- The details of the technical analysis for the Active Transportation projects is described below.

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#### Active Transportation Technical Evaluation

The technical evaluation for the active transportation projects was done through the following steps.

- Each project was reviewed per the criteria and initially evaluated using the data provided by Metro and the information provided by the applicants.
- CTAC discussed each project in relationship to the criteria then the project criteria were scored with a “high” “medium” or “low” for how well they met the criteria. A numerical value was assigned to the rating.

<b>Priority Criteria Rating</b>	<b>Value</b>
High	3
Medium	2
Low	1

- CTAC reviewed the project evaluation and applied a scoring factor to each criteria based on the guidance in the Regional Flexible Fund Allocation packet.

<b>Relative Priority</b>	<b>Value</b>
Highest Priority	3
High Priority	2
Priority Criteria	1

- The rating was multiplied by the relative priority to develop a score for the criteria, then all of the scores were added to arrive at a total score.
- At its final meeting, CTAC reviewed the scoring and confirmed its recommendation to fund the Oregon City project that had the highest total score, as well as the feasibility study proposed by Gladstone.

Attached are the summary of the technical evaluation and a summary of the meeting notes of three CTAC meetings where the technical evaluations were discussed.

TABLE Regional Flexible Funds Technical Evaluation: Active Transportation							
	Jurisdiction	Project Limits	Project Description	Estimated Cost	Grant Funds Requested	Jurisdictional Match	Percent Match
<b>Trolley Trail Historic Bridge Feasibility Study</b>	Gladstone	Gladstone to Oregon City - Over Clackamas River	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-mile downriver from the I-205 bridge.	\$225,000	\$201,892	\$23,108	10.27%
<b>Molalla Ave Beaver Creek Rd to Hwy 213</b>	Oregon City	Beaver Creek Road to Hwy 213	The project provides substantial community and transportation service benefits such as: safety, access, bus stop, and transit operations improvements. Molalla Avenue is a key route for all travel modes connecting the Oregon City Transit Center with Clackamas Community College. As shown in Map 1 - Vicinity Map, the east side of the Molalla Avenue corridor includes commercial development where much of Oregon City's services are provided. Fred Meyer, Goodwill, and Wells Fargo are just samples of the service providers that reside on the east side of Molalla Avenue. Across the street to the west, are 90 acres of high to medium density residential, including seven multifamily residential developments	\$7,266,322	\$4,588,000	\$2,687,322	36.98%
<b>Jennings Ave: Sidewalk and Bike Lanes Improvements</b>	Clackamas County	OR 99E to Oatfield	Jennings Ave is a minor arterial in a densely populated residential area and is a high priority infrastructure project in Clackamas County. The existing street lacks bicycle and pedestrian facilities that are needed to connect local residents to nearby businesses and transportation options. These bicycle and pedestrian improvements will also provide safe routes and important connections to two schools in the immediate area with a total combined student body of approximately 1,460. The project is located in a low to moderate income area and the project is a critical infrastructure project needed to enhance the livability and vitality of the area. Without the proposed improvements, the current state of Jennings Ave will not enable it to meet the needs of the community	\$3,806,673	\$3,415,728	\$390,945	10.27%
<b>SE 129th Ave: Bike Lanes and Sidewalk Improvements</b>	Happy Valley	SE Mountain Gate Rd to SE Scott Creek Lane	The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.	\$3,105,644	\$2,720,644	\$385,500	12.41%

TABLE Regional Flexible Funds Technical Evaluation: Active Transportation		Highest Priority Criteria (X 3)			High Priority Criteria (X 2)				Priority Criteria (x 1)			
	Jurisdiction	1. Access Score	2. Improves Safety Score	3. EJ Community Score	4. Improves Safety by removing conflicts with Freight	4. Completes Last Mile Score	5. Improves User Experience Score	6. Serves Higher Density/ Growth Areas	7. Outreach Element Score	8. Leverage Funds Score	9. Reduces Need for Hwy Expansion Score	Total Score
Trolley Trail Historic Bridge Feasibility Study	Gladstone	M (3*2 = 6)	M (3*2 = 6)	M (3*2 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	6	6	6	6	4	4	2	1	2	43
Molalla Ave Beaver Creek Rd to Hwy 213	Oregon City	H (3*3 = 9)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (1*2 = 2)	H (1*3 = 3)	M (1*2 = 2)	
		9	9	6	4	6	6	6	2	3	2	53
Jennings Ave: Sidewalk and Bikelanes Improvements	Clackamas County	M (3*2 = 6)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	9	6	4	6	6	4	2	1	2	46
SE 129th Ave: Bikelanes and Sidewalk Improvements	Happy Valley	M (3*2 = 6)	H (3*3 = 9)	L (3*1 = 3)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	M (1*2 = 2)	M (1*2 = 2)	
		6	9	3	4	6	6	4	2	2	2	44

**Clackamas County Coordinating Committee Technical Advisory Committee (CTAC)  
Summary of Regional Flexible Funds Allocation( RFFA) ProjectP rioritization Discussions**

July 23, 2013 Meeting Attendees: Amanda Owings (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Ben Bryant (Tualatin), Michael Tuck (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Lance Calvert (West Linn), Tammy Stempel (Gladstone), Larry Conrad (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville), Josh Naramare (Metro) and Lake McTigue (Metro).

June 25, 2013 Meeting Attendees: Erica Rooney (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Dayna Webb (Tualatin), Jason Tuck (Happy Valley), Caroline Earle (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Erich Lais (West Linn), Steve Kautz (TriMet), Stephan Lashbrook (Wilsonville), Tammy Stempel (Gladstone), Robert Spurlock (Metro), Larry Conrad (Clackamas County), Lori Mastrantonio (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville).

May 28, 2013 Meeting Attendees: Amanda Owing (Lake Oswego), Michael Walters (Happy Valley), Dan Kaempff (Metro), Gail Curtis (ODOT), Lance Calvert (West Linn), Steve Kautz (TriMet), Larry Conrad (Clackamas County, Lori Mastrantonio (Clackamas County), Mike Bezner (Clackamas County), Karen Buehrig (Clackamas County)

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**CTAC RECOMMENDATION RELATED TO TECHNICAL EVALUATION**

At the June 25<sup>th</sup> meeting, CTAC members voted to recommend fully funding the Molalla Ave project at \$4.588 million. It was acknowledged by Oregon City that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested also funding the Trolley Trail Bridge feasibility study.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported the recommendation to fully fund the Molalla project with the potential for funding the Trolley trail Bridge; three jurisdictions supported funding SE 129<sup>th</sup> and the Trolley Trail Bridge and follow up on what would happen with the undesignated funds.

The recommendation from the CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle. See the attached Table A for a summary of the technical evaluation.

The below meeting notes describe the factors and discussion that provided the basis for the recommendation.

## INTRODUCTION

Discussion about Regional Flexible Funds – Active Transportation projects took place at three CTAC meetings. Each jurisdiction shared information about their projects at the meetings and CTAC members discussed how well the projects met the priority criteria.

The committee used the following prioritization criteria (from the application instructions) to rank and score the projects as shown in Table A:

### Highest Priority:

- Improves access to and from priority destinations
  - o mixed-use centers
  - o large employment areas
  - o schools
  - o essential services for economic justice (EJ)/underserved communities
- Improves safety
  - o documented in pedestrian/bike crash data or
  - o separates pedestrian/bike traffic from freight and/pr vehicular conflicts
- Serves underserved communities

### High Priority:

- Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
- Completes the “last mile”
- Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)
- Serves high density or projected high growth areas

### Priority Criteria:

- Includes outreach/education/engagement component
- Can leverage funds
- Reduces need for highway expansion

## **JULY23, 2013 CTAC MEETING DISCUSSION**

The discussion at this meeting focused on reviewing the scores that were applied to the projects for the technical analysis. Five scores were revised based on the discussion. The changes to the scores did not change the overall project funding recommendation.

1. The Molalla Ave – Beaver Creek Road project “Improves safety score” was increased to high to reflect all of the safety elements in the project.
2. The SE 129<sup>th</sup> Ave Environmental Justice score was reduced to low in recognition of the fact that there are fewer environmental justice communities in Happy Valley.

3. The Molalla Ave – Beavercreek Road project “Improves user experience” score was increased to high to reflect the number of users on the facility and the importance of completing existing facilities.
4. The Trolley Trail Bridge and Jennings Ave projects' scores for “Leverage local funds” were reduced to low since both of these projects were only contributing the minimal match required.

### **JUNE 25, 2013 CTAC MEETING DISCUSSION**

The committee agreed that all of the projects are important and they meet the criteria in different ways. The discussion focused on the following categories:

1. Access and Serving Higher Densities
2. Improves Safety and Improves User Experience

The Molalla Ave project is located on the major arterial and transit corridor that provides access to a multitude of services and destinations. It also has multi-family and senior housing within the project area. The SE 129<sup>th</sup> and Jennings projects are both located on minor arterials in residential areas, but do provide access to services such as schools, neighborhoods and commercial areas. Ultimately, the Molalla Ave project emerged as the strongest in this category.

There was much discussion about the improvement to safety and user experience. The 129<sup>th</sup> Ave and Jennings Ave projects made a more dramatic impact on safety because they add a sidewalk facility where there isn't one now. The Molalla project improves the experience by filling in gaps, adding signalized crosswalks, and buffering pedestrians from traffic using swales and landscaping. The lack of right-of-way and topographic issues were discussed as constraints to providing a pedestrian buffer for the 129<sup>th</sup> and Jennings projects.

With respect to the leveraging funds category, the Molalla Ave project stood out because of the significant match that will be provided by Oregon City.

In addition to the discussion about the criteria, it was noted that Clackamas County had two projects in categories where there is no competition. With that in mind, CTAC prioritized the SE 129<sup>th</sup> Ave project over the Jennings Ave project.

Two recommendations were considered

- A. Fully fund the Molalla Ave project at \$4.588 million. Oregon City acknowledged that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested in also funding the Trolley Trail Bridge Feasibility Study.
- B. Fund the SE 129<sup>th</sup> Ave project at the \$2,720,644 requested amount AND the Trolley Trail Bridge Feasibility Study at the requested amount of \$201,892, for a total of \$2,922,536. This leaves \$1,665,464 of unidentified funding. Staff was to check on how the “unidentified” amount would be handled.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported Recommendation A – fully fund the Molalla project with the potential for funding the Trolley Trail Bridge Feasibility Study; three jurisdictions supported Recommendation B – Fund SE 129<sup>th</sup> and the Trolley Trail Bridge Feasibility and follow up on what would happen with the undesignated funds.

The recommendation from CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle.

#### **ADDITIONAL INFORMATION FROM MAY 28 AND JUNE 25 CTAC MEETINGS**

Below are notes that relate to the criteria and the category rating (high, medium or Low) that was assigned after the discussion to reflect the relative scoring of the criteria (See Table A)

1. **Improves Access to/from High Priority Destinations** – Difficult to use Metro data because it does not show differences in services. All improve access to services. The Trolley Trail project requires relatively little money. 129<sup>th</sup> provides one of a few north / south connections east of I-205. The 129<sup>th</sup> Ave project and the Jennings project provide access to schools, bus stops, neighborhoods, commercial services along the ends; the Trolley trail Bridge Project provides access to commercial services and neighborhoods. The Molalla Ave Project provides access to commercial, health, medium density housing, State and County social services, and community college and employment areas.
  - Since the Molalla Ave project provides access to the greatest number and diversity in services it was ranked the highest for this category, with the other projects receiving a medium score.
  
2. **Improves Safety** – All projects address places with crashes. The biggest problems are at intersections. The Trolley Trail bridge may have the least immediate impact since it is only a study. 129<sup>th</sup> Ave and Jennings projects have the greatest chance of change due to current lack of facilities. The Molalla Ave project will increase safety by filling in gaps, adding safe pedestrian crossings, and adding a landscape buffer strip.
  - The 129<sup>th</sup> Ave and Jennings projects received the highest scores in this category because the change from going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. It will separate pedestrians from vehicles where there isn't a separation now. The other two projects received medium scores.
  
3. **Serves EJ Community**. Looking at regional maps it is difficult to discern significant differences. Molalla is an important transit corridor and this project will directly improve access to transit. 129<sup>th</sup> and Jennings projects would all people to get to transit at intersecting streets (Sunnyside

and McLoughlin). Since transit service was cut along 129<sup>th</sup>, sidewalks and bike lanes are an important to enhance travel options in the areas.

- All of the projects were scored equally in this category.

#### 4. **Improves Safety by removing conflict with freight**

This category was not discussed in detail at CTAC. None of the projects are located in industrial areas. The Trolley Trail Bridge project would allow for an alternative to crossing the Clackamas River on 99E, which is a freight route. While not a designated freight route, the trucks do use Molalla Ave to access employment land. Both 129<sup>th</sup> Ave and Jennings Ave could be reducing conflict with freight at the ends of their projects. 129<sup>th</sup> Ave is one of the few north/south routes in the Happy Valley area.

- The Trolley Trail Bridge project was given the highest score in this category, with the other three projects receiving a medium score.

#### 5. **Completes Last Mile.** No significant differences, all serve last mile in their own way.

- All projects were given the highest score.

#### 6. **Increases Use/ Ridership by Good Experience.** All projects improve use and user experience. Molalla project includes a green street element, pedestrian buffer, and improved pedestrian access along a transit corridor. The 129<sup>th</sup> Ave and Jennings Ave projects make significant changes to conditions for pedestrians and cyclists so both definitely improve experience.

- The 129<sup>th</sup> Ave project and the Jennings projects received the highest scores in this category because the potential for increased usage because to the more dramatic change in conditions going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. The other two projects received medium scores.

#### 7. **Serves High Density or Growth Areas.** Hard to evaluate. The Molalla Ave project serves the highest number of commercial uses, government services, higher density residential and a community college. The 129<sup>th</sup> Ave and Jennings projects serve neighborhoods and schools. Trolley Trail Bridge provides access to downtown Gladstone.

- The Molalla Ave project received the highest score in this category and the remaining three projects received a medium score.

#### 8. **Includes Outreach/Education Element:** All projects include an outreach element.

- All scored equally.
9. **Leverages Funds:** Molalla project leverages the largest amount of matching funds, but would take all of the funds. The 129th Ave project provides above the required 10.27%. If the 129<sup>th</sup> or Jennings projects were selected a portion of another projects could be completed, leveraging funds to get a project “development ready”. Also, the Trolley Trail project may be timely because it could leverage the private resources of the bridge donation.
- The Molalla Ave project received the highest score in this category because of the significant local match.
10. **Reduces Need for Hwy Expansion:** Not discussed in detail at CTAC. No projects rose above the rest in this category.
- All were scored the same.

## Green Economy and Freight Initiatives

### Clackamas County ITS Plan, Phase 2B

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet for this category. The project application sufficiently addressed each of the criteria below.

- Reduces freight vehicle delay
- Increases freight access to:
  - Industrial lands
  - Employment centers & local businesses
  - Rail facilities for regional shippers
- Helps green the economy and offers economic opportunities for EJ/underserved communities
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities – for example, reduced noise, land use conflict, emissions
- Increases freight reliability
- May not receive funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

## Regional Economic Opportunity Fund Project

### Sunrise System: Industrial Area Freight Access and Multi-Modal Improvements

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet. The background information for this review includes the information submitted at the December JPACT meeting and the TIGER IV application for this project.

Regional Flexible Funds Priority Criteria – All Met by This Project

- *Economic Competitiveness*: Contribute to long-term productivity of US and Metro region economy.
- *Livability*: Further Partnership for Sustainable Communities principles.
- *Environmental Sustainability*: Promote environmentally sustainable transportation system.
- *Safety*: Improve safety of the transportation system.
- *Job Creation and Economic Stimulus*: Creation or preservation of jobs.
- *Innovation*: Use of innovative technology, system management and project delivery techniques.
- *Partnership*: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration.

## **2016-18 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

The conditions of approval emerged from two avenues: 1) comments provided by Metro and ODOT staff; and 2) public comment received from the regional public comment period. Both public and staff comments were provided to the project applicants and Metro requested all project applicants respond to comments. Based on the responses, conditions of approval were developed.

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

### **Conditions applied to all projects and programs:**

1. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2012-15 MTIP amendment procedures are currently defined in Section 1.7).
2. Funding is awarded to the locally recommended projects for the 2016-2018 Regional Flexible Fund Allocation. If any project is determined to be infeasible or completed without expending all eligible funding authority, any remaining funding for that project shall revert to the regional pool for the next flex fund allocation (i.e. 2019-21), to be distributed among the region or request to reallocate funds per the MTIP amendment process (Section 1.7)
3. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition), as determined by the Metro Planning Director or designee.
4. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally all projects will implement sufficient wayfinding signage consistent with Metro sign guidelines. (Ex. Metro's Intertwine Design Guidelines: [http://library.oregonmetro.gov/files/intertwine\\_regional\\_trail\\_signage\\_guidelines.pdf](http://library.oregonmetro.gov/files/intertwine_regional_trail_signage_guidelines.pdf)) The Intertwine Design Guidelines will be updated to be consistent with federal guidelines.
5. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes.
6. All project public notifications and materials created or printed for the purposes of the project, including both printed and web-based information, shall acknowledge Metro as a partner.

Acknowledgement can be in the form of: include the Metro logo on print or online materials, spoken attribution, and/or Metro staff at events. Metro will provide partners with Metro logos and usage guidelines upon request.

7. All projects will meet federal requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development). Resources to ensure that projects have met federal requirements and Metro guidelines include the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist, ([http://library.oregonmetro.gov/files/public\\_engagement\\_guide\\_public\\_review.pdf](http://library.oregonmetro.gov/files/public_engagement_guide_public_review.pdf)) the National Environmental Protection Act Primer, (<http://library.oregonmetro.gov/files/nepa-may11-web.pdf>) and the regional resource guide (<http://www.oregonmetro.gov/index.cfm/go/by.web/id=42795>). As appropriate local data and knowledge shall be used to supplement analysis and inform public involvement.
8. Per new federal requirements under the Moving Ahead Toward Progress in the 21<sup>st</sup> Century (MAP-21), all projects will implement monitoring measures and performance evaluation to be reviewed by Metro. Performance evaluation measures are to be responsive to MAP-21 requirements and relevant to the type of project and project phase. (Guidance of MAP-21 performance evaluation measures to be developed and adopted in the near future.) Additionally, all projects will share monitoring data and information upon request by Metro.

#### **Active Transportation and Complete Streets projects:**

##### **Clackamas County**

###### **Clackamas County – Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes**

- a. The project will add a process for extending the street lighting district to include the remaining portion of Jennings Avenue currently without sidewalks.
- b. The project will coordinate the interface of OR 99E with ODOT.

###### **City of Happy Valley – SE 129<sup>th</sup> Avenue Bike Lane and Sidewalks**

- a. The project shall include improvements to the lighting and a refuge island at the existing crossing at SE Scott Creek Lane.
- b. The project shall setback the sidewalk from the roadway to the maximum extent possible, taking into consideration the topography of the project area.
- c. The project will review traffic counts and consider improvements, such as a signal or three-way stop, to the intersection of SE Mountain Gate and SE 129<sup>th</sup> Avenue.

###### **City of Gladstone – Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City**

- a. The project shall add an additional \$10,000 to the project scope bringing the total to \$235,000 for the purposes of conducting a local decision process on whether to pursue construction of the bridge project (including whether to amend the local Transportation System Plan), funding coordination with agency partners, and community public involvement.

##### **City of Portland**

###### **City of Portland – OR 99W: SW 19<sup>th</sup> Avenue to 26<sup>th</sup> Avenue – Barbur Boulevard Demonstration**

- a. In effort to create a project that provides a safe and comfortable multi-modal environment and serves urban development in a growing community, the project will pursue a STA designation from ODOT and/or other means to provide long-term design flexibility, if deemed appropriate through collaborative consultation between the City of Portland, Metro and ODOT.
- b. The project scope will be revised to include an extension of bicycle sharrows along SW 19<sup>th</sup> Avenue, Capitol Hill Road, and SW 26<sup>th</sup> Avenue.

- c. The project will conduct targeted outreach with environmental justice communities to satisfy public involvement requirements per federal regulations.

**City of Portland – Portland City Central Multimodal Safety Project**

- a. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- b. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- c. Metro is required to be a participant in the development process of the project to ensure the project elements adhere to the 2016-2018 Regional Flexible Fund Allocation active transportation policy criteria, Metro’s design guidelines, and responsiveness to the community needs and issues identified through public involvement process.

**City of Portland – Foster Road: SE to Powell 90<sup>th</sup> Pedestrian/Bicycle/Safety Phase II**

- a. The project will install marked protected crosswalks with appropriate crossing treatments, such as improved lighting, median refuge islands with rapid flash beacons.
- b. The project will install marked protected crossing at intervals outlined in regional complete streets guideline, if feasible.
- c. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- d. The project will coordinate location and design with various Metro corridor planning efforts including the Powell-Division corridor planning high capacity transit analysis and outcomes.
- e. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.

**City of Portland – Southwest in Motion Active Transportation Strategy**

- a. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- b. The project sponsor agrees to work with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project.
- c. Metro is required to be a participant in the development process of the project to ensure the project elements adhere to the 2016-2018 Regional Flexible Fund Allocation active transportation policy criteria, Metro’s design guidelines, and responsiveness to the community needs and issues identified through public involvement process.
- d. The project will coordinate with various Metro corridor planning efforts including the Southwest corridor planning high capacity transit analysis and outcomes.
- e. The project will request ODOT to participate as part of the project team for coordination and in discussing issues on Barbur Boulevard.
- f. The project will utilize regional resources (as provided in the 2016-2018 RFFA Resource Guide), local data, and community identified needs to help shape and inform the proposed strategies.

**E. Multnomah County**

**City of Gresham – Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits**

- a. The project shall investigate, and if locations and project budget allow, install bike detection infrastructure to collect automated bike counts at new trail crossing.
- b. The project shall work with TriMet on the coordination and relocation of transit stops.

**Washington County**

**City of Beaverton – Canyon Road Streetscape and Safety Project**

- a. In effort to create a project that provides a safe and comfortable multi-modal environment and serves urban development in a growing community, the project will pursue a STA designation from ODOT and/or other means to provide long-term design flexibility, if deemed appropriate through collaborative consultation between the City of Beaverton, Metro and ODOT.
- b. The project staff will coordinate with TriMet on the proposed STIP Enhance Project to improve and/or relocate bus stops to align with the proposed Canyon Road pedestrian improvements.

**City of Tigard – Fanno Creek Trail**

- a. Per the response to comments, the project sponsor will ensure the 2016-2018 RFFA project will not be used in the future to meet the previous agreement to locally fund the Main Street and Hall Boulevard portions of the Fanno Creek trail.
- b. The project shall be constructed to an optimal trail width, taking into consideration applicable design guidelines, cost, environmental impacts, and right-of-way constraints, among other factors.
- c. The project shall investigate, and if project budget and locations allow, install bike detection infrastructure to collect automated bike counts.

**Tualatin Hills Park and Recreation District – Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue**

- a. The project shall be constructed to an optimal trail width, taking into consideration applicable design guidelines, cost, environmental impacts, and right-of-way constraints, among other factors.
- b. The project shall have the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.
- c. The project shall investigate, and if project budget and locations allow, install bike detection infrastructure to collect automated bike counts.

**Washington County – Pedestrian Arterial Crossings**

- a. Per community input, the project will study the following intersections for potential arterial crossings: SW 185<sup>th</sup> and Alexander and along SW 170<sup>th</sup> in the vicinity of Aloha-Huber Park K-8 school.
- b. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- c. The project will have the public involvement element of the project scope reviewed by Metro staff to ensure the project is conducting outreach to environmental justice/disadvantaged communities per federal regulations.

**Green Economy and Freight projects**

**Clackamas County**

**Clackamas County – Regional Freight ITS Phase II**

- a. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- b. The project will request the involvement of the ODOT traffic engineer to coordinate project elements on ODOT facilities.

**City of Portland**

**City of Portland – N. Going to the Island Freight Improvements**

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

**City of Portland – South Rivergate Freight ITS**

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

**E. Multnomah County**

**City of Gresham – Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits**  
(See Active Transportation and Complete Streets section)

**Washington County**

**Washington County – Tonquin Road/Grahams Ferry Road Intersection**

- a. The project will investigate the feasibility of a modern roundabout as a means of reducing vehicle delay and improving safety for all modes.

**Regional Economic Opportunity**

**Clackamas County**

**Clackamas County – Sunrise System: Industrial Area Freight Access and Multimodal Project**

- a. The allocated REOF funding is to ensure completion of the connecting arterial road and trail elements of the Sunrise system project. This can be done while recognizing that funds dedicated to the overall combined project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.

**City of Portland**

**City of Portland – East Portland Access to Employment and Education Multimodal Project**

- a. The project sponsor agrees to working with Metro during the development process to establish a refined project scope and cost estimate that includes inflation factors prior to final programming of the project construction phase.
- b. The project will include Metro as a participant/scope reviewer for the project to ensure that the project scope reflects the general RFFA conditions and the Regional Economic Opportunity Fund policy criteria.

**E. Multnomah County**

**Multnomah County – NE 238<sup>th</sup> Drive: Halsey Street to Glisan Street Freight and Multimodal Project (PE Phase)**

- a. No additional conditions of approval

**Port of Portland – Troutdale Industrial Access Project**

- a. The project shall coordinate the timely implementation of the arterials connections with the Fairview trail project to ensure the two adjacent projects are complementary and create a comprehensive connected network.

**Washington County**

**City of Hillsboro – US 26 Brookwood Interchange**

- a. The project sponsor will construct a three lane (one in each direction and a center two-way turn lane) roadway with sidewalks and raised cycle track from Huffman Road-Brookwood Parkway to NW 253<sup>rd</sup> instead of constructing a full four lane section.
- b. The project will coordinate with the ODOT interchange project to ensure complementary and comprehensive connections.

**Planning and Region-wide Programs**

The high capacity transit bond payment will be completed consistent with Metro Resolution 10-4185 regarding the multi-year commitment of regional flexible funds and the subsequent Metro and TriMet intergovernmental agreement to implement Resolution 10-4185.

Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:

- Transit Oriented Development: TOD Strategic Plan
- Regional Travel Options: RTO Strategic Plan
- Corridor and Systems Planning: 2035 RTP – Mobility Corridor component, 2035 RTP – section 6.3.1, Metro Resolution No. 10-4119
- Transportation System Management and Operations: 2035 RTP – TSMO plan component
- High Capacity Transit development: 2035 RTP - HCT system plan component, Metro Resolution No. 10-4118

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

## **STAFF REPORT**

### **FOR THE PURPOSE OF ALLOCATING \$142.58 MILLIONS OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-2018, PENDING THE AIR QUALITY CONFORMITY DETERMINATION**

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Date: September 24, 2013

Prepared by: Grace Cho & Chris Myers

#### **BACKGROUND**

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Three sources of federal transportation funds, the Surface Transportation Program (STP), the Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted in funding cycles of 2-3 years. The metropolitan region is forecasted to receive \$142.58 million from these sources in the federal fiscal years of 2016-18. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2014-15.

#### **POLICY DIRECTION FOR THE 2016-2018 REGIONAL FLEXIBLE FUND ALLOCATION**

In November 2012, JPACT and the Metro Council adopted Resolution No. 12-4383, which established the policy direction for the 2016-18 Regional Flexible Fund Allocation. In adopting the 2016-18 policy framework, three project funding categories and sub-regional targets were established. These three project categories are: 1) Region-wide Programs and high capacity transit bond payment; 2) Active Transportation and Complete Streets/Green Economy and Freight Initiatives; and 3) Regional Economic Opportunity. All three project fund categories support the implementation of the long-range regional transportation plan. JPACT and the Metro Council also affirmed the policy direction and target setting used in the previous cycle (2014-15) for allocating funds to region-wide programs and the Active Transportation and Complete Streets/Green Economy and Freight Initiatives. The 2014-15 RFFA policy direction sub-divided the second project category into a 75/25 funding target where Active Transportation & Complete Streets represents 75% of the category funds and Green Economy & Freight Initiatives represent the remaining 25% of the category funds.

JPACT and the Metro Council also approved a project funding category new to the 2016-18 RFFA. With a funding target comprising of nearly one-third (1/3) of the forecasted 2016-18 RFFA, the Regional Economic Opportunity Fund (REOF) was established to support large scale projects (\$5-\$10 million) that are difficult to fund at the local level and allowing for multi-agency projects. Through the 2016-18 RFFA policy framework, a limit of two projects per sub-region may compete for REOF funds. JPACT and the Metro Council affirmed the project nomination criteria modeled on those of the U.S. DOT Transportation Investment Generating Economic Recovery (TIGER) program with some modifications.

#### **2016-2018 REGIONAL FLEXIBLE FUND PROJECT NOMINATION PROCESS**

Based on the updated policy direction from JPACT, Metro staff developed a collaborative three-step project nomination process for generating project ideas and relied on a sub-regional prioritization process to recommend final projects for funding consideration. All project and program candidates nominated for funding submitted applications to Metro by March 15, 2013.

The first step considered the nomination of the region-wide programs administered by Metro, the region's multi-year commitment of flexible funds to regional high capacity transit, and a carryover program from the 2014-2015 regional flexible fund allocation cycle for regional freight analysis and project development. The five existing region-wide programs (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning) were nominated by the lead Metro staff person. The nomination application

demonstrated how each program advances the goals of the 2035 Regional Transportation Plan (RTP). At the June 2013 Transportation Policy Advisory Committee (TPAC) meeting and the July 2013 JPACT meeting, Metro staff provided a presentation of the nominated region-wide programs and included information about the multi-year commitment to the region's high capacity transit system, as set forth by Resolution No. 10-4185.

For the second step, sub-regional funding targets were established using updated population and system data. Projects for two competition areas (Active Transportation and Complete Street and Green Economy and Freight Initiatives) were nominated by local jurisdictions and had to demonstrate the project met the individual category's nomination criteria set forth by the 2016-2018 RFFA policy direction. The nomination criteria included improving access, increasing safety, and serving environmental justice populations. A total of \$500,000 was identified from the Green Economy and Freight Initiatives category to fund a freight analysis and project development program. A total of 24 projects were nominated between the two competition areas. The nominated projects were then prioritized to meet the funding targets established for each sub-region (Washington County and its cities, East Multnomah County and its cities, Clackamas County and its cities, and the City of Portland). The project list reflects the local priorities and projects that meet criteria in each sub-region and the final recommendations are listed in Exhibit A to Resolution No. 13-4467.

The third and final step nominated the Regional Economic Opportunity Fund projects. An initial identification of projects to nominate for the REOF was conducted in winter 2012, where a total of five projects emerged on the basis that projects had been identified in previous processes and competitions (e.g. previous TIGER grant announcements) as regional priority projects. These five projects had to complete a project nomination application demonstrating the project met the REOF criteria and submit to Metro by the March 2013 deadline.

#### **2016-18 REGIONAL FLEXIBLE FUND PUBLIC COMMENT PROCESS**

The 2016-18 policy framework and direction provided by federal partners called for an enhanced public engagement process. This public comment period for the nominated 2016-18 RFFA was different from previous cycles where there was a regional engagement process and individual sub-regional engagement process.

For the regional public comment, Metro took a "cast a wide net" approach to contacting stakeholders to provide input. The regional public comment period held from May 8, 2013 to June 7, 2013 asked the public to provide refinements to the 34 projects nominated through the three project funding categories. The outreach strategy focused on notifying and informing communities most impacted by the 34 proposed projects and programs. Staff reached out to local community groups – including equity and EJ-focused groups, faith-based organizations, agencies and community media. Comments were accepted by web-form, phone, email and letters and all supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese and Vietnamese. For the regional public comment, several resources supporting outreach to LEP populations were developed, which were offered and utilized by local partners. Despite greater efforts to provide access and encourage LEP communities to comment, no written or verbal comments were received requiring translation.

More 800 comments were received, in which the majority came through the use of the online web comment form. In addition, Metro held a joint Metro Council and JPACT public hearing held May 30, 2013 where total of 26 people provided testimony.

The public comment report documents all of the projects received via the online comment tool, email, and mail. Additionally, appended to the regional public comment report are Metro and project applicant responses to public comments. The responses to the public comments received during the regional public comment are a new addition to 2016-18 process and are appended as a matrix to the regional public

comment report. A summary of the regional public comment report and the response matrix are attached as Exhibit B to this Staff Report.

Following the regional public comment period for the 2016-18 RFFA, the sub-regional coordinating committees and the City of Portland undertook a local engagement process to provide opportunity for public comment and solicit feedback to help prioritize which projects to recommend award of 2016-18 Regional Flexible Funds. Initial work on the local engagement process began with each sub-region used and distributed feedback received during the regional comment period, including those provided by Metro and ODOT staff, to consider revising project elements based on the comments. Per the project applicants responses to comments, a set of conditions for approval were developed, which can be found in Exhibit D to this Staff Report.

Following, the sub-regions also provided targeted local opportunities to comment on the nominated projects for funds prior to making final recommendations. The Clackamas County and East Multnomah County sub-regions conducted a combined open house and a public hearing to provide stakeholders an opportunity to ask more about projects and provide testimony to staff and local elected officials. The Washington County sub-region held an open house to allow community members ask questions directly to the project managers, while the City of Portland held a public hearing where stakeholders testified to staff and elected officials. In total, the four sub-regions combined had approximately 170 participants (85 at Clackamas County, 45 at City of Portland, 15 at E. Multnomah County, 35 at Washington County) at the open houses and public hearings. All four sub-regions had a local public comment period in addition to the in person opportunity to comment. The sub-regions documented the input received during the local engagement process and provided summary responses to the comments received. A summary of each sub-region's public engagement process is in Exhibit C to this Staff Report.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Some projects received negative comments during the regional public comment period. See public comment report for full record and text of comments received.

**Legal Antecedents:** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Moving Ahead for Progress in the 21st century or MAP-21). The allocation process is intended to implement the Regional Flexible Fund 2016-2018 program policies as defined by Metro Resolution No. 12-4383, For the Purpose of Adopting Policy Direction to the Regional Flexible Funding Allocation (RFFA) Process for Federal Fiscal Years 2016-18, adopted November 15, 2012 and Metro Resolution No. 10-4185 For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds.

2. **Anticipated Effects:** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
3. **Budget Impacts:** Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2016, 2017, and 2018. Federal Fiscal Year 2016 grant funds would typically be utilized by Metro in Metro Fiscal Year 2016-17. Federal Fiscal Year 2017 grant funds would typically be utilized by

Metro in Metro Fiscal Year 2017-18. Federal Fiscal Year 2018 grant funds would typically be utilized by Metro in Metro Fiscal Year 2018-19. The Transportation & Planning department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$134,260 in Metro fiscal year 2016-17, \$138,288 in Metro fiscal year 2017-18 and \$142,436 in Metro fiscal year 2018-19 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro match of approximately \$83,000 in each of Metro fiscal years 2016-17, 2017-18 and 2018-19 for the RTO program.

### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 13-4467.



# **FY15 Capital Budget**

## **Overview of Capital Asset Management**

# Themes

## Catching up on deferred capital maintenance & replacement FY14-FY16:

- buses, LRV component overhauls

## Older system, increased maintenance

- end of life - blue line east stations, elevators, operating facilities, fare system
- mid life – blue line west stations, elevators

## Safety and security

- pedestrian crossings, blue line station rehab.
- bus, LRV CCTV replacement w/ digital technology

**MAP-21: \$6 million per year additional State of Good Repair formula funds & \$3 million per year additional SGR for bus and bus facilities.**

# FY15 Capital Asset Maintenance & Replacement Budget

## Maintenance & Operating Project Budget

millions:

Bus	\$40
Light Rail	\$35
Facilities	\$14
ATP	\$ 2
WES	\$ 1
Fare system	<u>\$ 2</u>
<b>Total</b>	<b>\$94</b>

## Capital Maintenance & Replacement Budget

millions:

Bus	\$31
Light Rail	\$4
Facilities	\$4
ATP	\$4
IT	\$6
Safety	\$3
Fare System	<u>\$17</u>
<b>Total</b>	<b>\$69 (95% of FY15 capital budget)</b>

# Capital Asset Management and Improvement Program (CAMIP)

Brings together operating maintenance and capital replacement

Five year plan, updated annually

Incorporated into financial forecast

Available online:

<http://trimet.org/pdfs/publications/TriMet-FY15-FY19-Proposed-CAMIP.pdf>

# Light Rail Maintenance Philosophy

Light rail vehicles & railway maintained in “as new condition” for life, most expense in the operating budget

## Vehicles:

- preventive maintenance, running repairs, component rebuilds, progressive overhaul, modifications

## MOW: track, signals, catenary, substations:

- preventive, corrective and overhaul to maintain the railway in as new condition

# Bus Maintenance Philosophy

**TriMet maintains buses to operate reliable service for a 16 year life cycle.**

**Provides optimal vehicle life and lowest cost per mile**

# FY15 Highlights Buses

- 64 low floor, low emission, air conditioned buses
- Replacing 22 to 24 year old buses
- Fewer breakdowns & 7-12% better fuel efficiency
- Goal of average fleet age of 8 years by FY16

Average Bus Miles Between Roadcalls w/ Lost Service



# FY15 Highlights Rail

- **2<sup>nd</sup> year of 3 year LRV component overhaul catch-up**
- **On-going track capital maintenance \$13.5 million over 5 years**
- **Blue line station elevator refurbishment \$15 million over 5 years**
- **Platforms areas Sunset Transit Center \$1.7 million**
- **Washington Park Station finishes \$2.7 million**

**Note: in FYs13-14: 4 LRV mechanics were added for progressive overhauls & 10 were added for LRV preventive maintenance**

# Embedded track wear & water damage



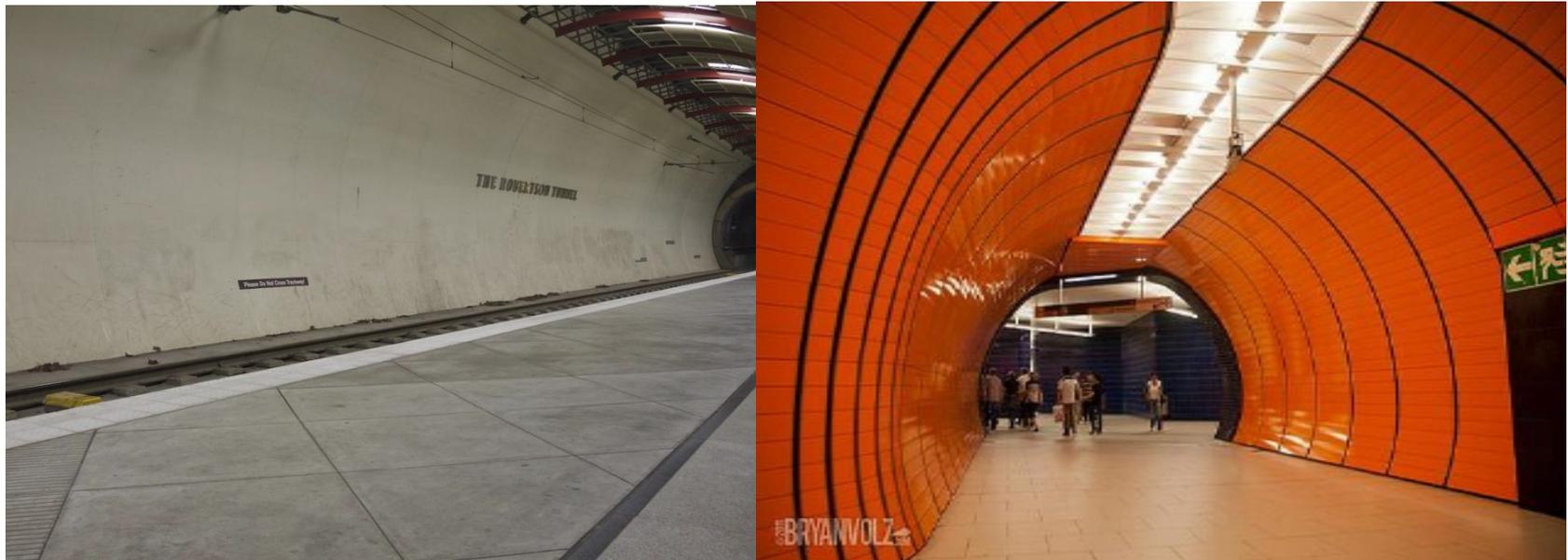
# Sunset Transit Center Platform Areas



# Washington Park Station



# Robertson Tunnel & Marienplatz Station Munich



# Safety

- **Blue line station rehabilitation \$12.5 million over 5 years**
- **Bus and LRV CCTV replacement \$7.5 million over 5 years**
- **Real time GPS location technology for LRVs to eliminate Control Center “blind spots” \$1.2 million**
- **WES Positive Train Control mandate \$8.5 million**



# Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** December 4, 2013

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garret  
Director

**SUBJECT:** **Agenda C** – 2015-2018 Statewide Transportation Improvement Program (STIP), Oregon Transportation Commission 20 Percent (\$42 million) Discretionary Funds

**Requested Action:**

Request approval of projects in scenario B recommended for inclusion into the 2015-2018 Statewide Transportation Improvement Program (STIP). The list represents those projects that would be funded using \$42 million of discretionary funding allocated by the Oregon Transportation Commission (OTC). The approval into the STIP then provides for a public review of all projects being proposed, with OTC approval of STIP sometime in 2014.

**Background:**

As part of the *Enhance* process, 20 percent of the funds (\$42 million) were set aside for the OTC's discretion. In the 2015-2018 *Enhance* process, the discussion of these funds came about after the Area Commissions on Transportation (ACT) had essentially finished work on their 100 percent-list. At the September OTC meeting the Commission supported the following list of criteria to identify potential projects to be funded with the funds set aside:

- The proposed project is consistent with the priorities of the ACTs in the region;
- The proposed project is consistent with statewide policy direction as the Oregon Transportation Plan and the Freight Plan;
- The proposed project is located on either a statewide or interstate route or the project needs to justify why it is beneficial to the statewide system;
- The proposed project is a freight route or a part of the National Highway system;
- The benefits to the proposed project (primarily an assessment of economic benefits) go beyond the area in which it is located, and the proposal describes those benefits;
- The appropriate planning work for the proposed project has been completed and has been vetted as a priority and a description of those efforts has been provided;
- The proposed project can articulate how it benefits safety; and
- The proposed project can articulate how it benefits all modes.

**Development of the 20 percent project list**

This direction was shared with region managers. Each region submitted projects that they determined met the criteria. The information was reviewed and assessed which projects should be included in the



20 percent list. Based on that review, two scenarios were developed: one in which the emphasis was on development of shelf projects (Scenario A); and the other with an emphasis on completion of larger construction projects (Scenario B). Both scenarios provide information on how the regions prioritized the project, the requested funding, the proposed funding and whether the project falls into the Development STIP or the Construction STIP category (Attachment A). The summary sheets of each of the proposed projects are attached for your information and are compiled by region (Attachment B).

**Next Steps:**

The proposed list of projects will be incorporated into the draft STIP, along with the 100 percent-lists of both *Enhance* and *Fix-It*. The draft STIP will be provided to the OTC in January for release for public review.

**Attachments:**

- Attachment A. - Scenarios A and B tables
- Attachment B. - Summary Information on each project

**Copies (w/attachments) to:**

Jerri Bohard	Dale Hormann	Patrick Cooney	Clyde Saiki
Paul Mather	Amanda Pietz	Erik Havig	MaryBeth Olson
Anne Russett	Lucia Ramirez		

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>		<b>Requested Enhance Funding</b>	\$5,000,000
<b>Project Name</b>	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		This project has support of the local communities in the Gorge, Oregon Parks, USFS, and the Historic Columbia River Highway Advisory Committee.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		The Historic Columbia River Highway (HCRH) State Trail implementation is consistent with Oregon Transportation Plan Strategy 1.1.4. This trail responds to the existing transportation need to access the Gorge by multiple modes. The project provides a cost effective solution that will have long term benefits by providing access to abandoned highway segments and providing access to under-developed State Parks. The State Trail also is consistent with Oregon Highway Plan Action 1G.1 as it protects the existing system and provides alternative access for cyclists and pedestrians through the Gorge. In addition, this project improves the efficiency and capacity of Interstate 84 (I-84) by providing parallel bike and pedestrian facilities and by taking advantage of the abandoned highway segments, where feasible.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		The HCRH State Trail parallels I-84 and provides access to bicyclists and pedestrians where no facility currently exists. In addition, the Oregon State legislature has directed ODOT to complete the trail through joint resolution.
Located on a freight route or part of the National Highway System (NHS)	X		This improvement provides the seamless, separated, multi-modal bike and pedestrian facilities adjacent to Interstate 84.

***Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:***

The Columbia River Gorge National Scenic Area (CRGNSA) Act of 1986 directed the State of Oregon to reconnect the abandoned portions of the Historic Columbia River Highway as a pedestrian and bike trail. In 1987, the Oregon Legislature directed the Oregon Department of Transportation to plan for the reconnection on this scenic route as the State Trail. The project has been identified as Project of Statewide Significance and has extensive local and regional support.

The Preliminary Engineering work is funded and is being managed by the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA). The environmental planning work associated with the 10-mile the HCRH State Trail corridor is funded by a grant to the United States Forest Service (USFS) through the Paul Sarbanes Transit in Parks Program.

This project is listed in the 2012-2015 Statewide Transportation Improvement Program (STIP). WFLHD is managing the project, which includes the development of bid-ready plans for the trail segment in the Spring of 2015. This project is considered a continuation of that work. The project will be classified as a Categorical Exclusion and resource surveys are in process. Geotechnical investigations will commence in the Fall 2013, and WFLHD will submit for a Columbia River Gorge National Scenic Area Permit in the Summer of 2014.

The Trail is an identified project in the CRGNSA Management Plan as well as the Oregon Parks and Recreation Department's Gorge Management Unit Master Plan. Environmental clearances are anticipated in the Winter of 2015.

***Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:***

The project will complete a critical portion of the HCRH State Trail, which directly supports tourism and economic development efforts in nearby towns and communities by attracting heritage tourists and recreational users. Once complete, the State Trail will be a world class destination for cyclists and hikers. The plan aims to develop trailheads and trail hubs in urban areas to encourage cyclists and hikers to visit these Gorge communities on their way to discover and explore the nearby recreational resources. Trail users will be drawn into these urban areas after recreating for food, beverages, and supplies that will enhance tourism and recreational opportunities.

Cycling is an important and growing sector in Oregon Tourism. Jerry Norquist, Ride Director for Cycle Oregon, stated:

“The Columbia Gorge is one of the most scenic areas in the state to tour by bicycle. If the trail sections of the Historic Columbia River Highway were complete, I believe the route would draw out-of-state and international bicycle tourists more than any other route in Oregon”.

Many of these small towns are economically distressed from having to shift away from a resource-based economy and this additional recreational amenity will bring welcomed tourism opportunities and improved economic vitality. Travel Oregon is conducting a study in 2013 to quantify the economic benefit and potential of the State Trail to these Gorge communities.

Use of the Historic Columbia River Highway State Trail is anticipated to increase exponentially as the effort to create uninterrupted State Trail corridor comes closer to completion. In 2011, the HCRH State Trail saw 360,000 visitors and recreational users --- a nearly 200% increase over the State Trail's annual usage in 2004.

For additional information about the economic and recreational benefits of the project, please visit:

<http://www.youtube.com/watch?v=z-m3HOY7W3w>

***Describe how the proposed project benefits safety and all modes of transportation:***

Interstate 84 is a major interstate freeway with over 22,600 average daily trips (2010, MP 54). With speed limits of 65 miles per hour on Interstate 84 and a high volume of heavy trucks, access to the Columbia River Gorge in a mode other than a motor vehicle is dangerous and often too daunting for the average rider or hiker. To currently access many sections of the Columbia Gorge, cyclists from nearby Portland, Hood River and other communities must use the shoulder of Interstate 84 for a portion of their journey. Providing a trail through the Gorge will eliminate the need to ride on the shoulder of I-84, increasing safety for non-motorized users in the Gorge.

Additionally, the Historic Highway provides secondary access for emergency vehicles or fire trucks in event of an emergency. The design will be in accordance with the Historic Columbia River Highway Design Guidelines which maintains a maximum grade of 5% with limited exceptions identified in the Guidelines.

This project contributes to the development of a seamless and properly separated multi-modal transportation system along the Columbia Gorge, which includes shipping lanes on the River, Union Pacific Trains, an Interstate Highway for trucks and cars and a State Trail for cyclists, pedestrians and mobility impaired individuals. Instead of having to ride on an unsafe and unpleasant system where cyclists and pedestrians are forced to use the shoulder of I-84 trail users will be safely on a multi-use path parallel to I-84.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1 & 2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	Vehicle Purchase
<b>Region Priority #</b>		<b>Requested Enhance Funding</b>	\$600,000
<b>Project Name</b>	North I-5 Corridor POINT Bus Service (Cascades POINT Thruway Bus service)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X	X	Project encompasses Portland Metro, Mid-Willamette Valley ACT, Cascades West ACT, and Lane County ACT. The service supported by this project stops at the Portland Amtrak Station, Woodburn Park & Ride, Salem Amtrak/Greyhound Station, Albany Amtrak Station, Eugene Amtrak Station and the University of Oregon in Eugene. Project characteristics and ACT priorities are both consistent with OTP. However, ACTs did NOT determine that the project lined up well enough with their priorities to include it among their funded projects.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		<p><b>Consistent with OTP; “Strategy 1.1.2</b> Promote the growth of intercity bus, truck, rail, air, pipeline and marine services to link all areas of the state with national and international transportation facilities and services. Increase the frequency of intercity services to provide travel options.” (also Strategy 1.2.1, and 3.2.3)</p> <p><b>Consistent with the Oregon Public Transportation Plan; “Goal 1</b> the public transportation system should provide mobility alternatives to meet daily medical, employment, educational, business, and leisure needs without dependence on single occupant vehicle transportation....”</p> <p><b>Consistent with the Oregon Freight Plan;</b></p>

			(Section 5.3 Potential Actions) “Improved transit also may help reduce congestion on major truck routes, thereby potentially contributing to reduced truck emissions.”
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		Project is in the I-5 Corridor (Portland – Eugene) one of the more densely populated areas of the state. Project will increase the efficiency of the Eugene – Portland segment of the I-5 (a critical part of the Oregon road network). Project will result in some drivers shifting to transit with all the attendant benefits; more efficient use of existing roadway capacity, more personal transportation related expenditures staying in Oregon (local/regional multiplier effect of money spent on transit many times that of money spent on driving alone), less pollution/GHG emissions as a result of mode shift to transit. Project will take advantage of and support ODOT investments in transit, passenger rail, the Salem multi-modal transit center (Amtrak Station) and the Woodburn Park & Ride.
Located on a freight route or part of the National Highway System (NHS)	X		Project is in the I-5 Corridor (Portland – Eugene)

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

RPTD staff have reviewed the service in the Portland – Eugene corridor and compared service levels in the Salem – Portland (25ish round trips per weekday) corridor to the Boulder – Denver corridor (85+ round trips per weekday) and it is their judgment that with higher frequency service, bus and rail ridership in the corridor will increase significantly. Higher service frequency will result in better connections to other existing transit services, strengthening the overall transit network. The last Flex Fund grant cycle provided a bus now in operation that sets the stage for increased service. The second bus requested under the Enhance-it program, will support higher frequency service in the corridor.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

Higher frequency transit service in the Portland – Eugene corridor will:

- provide better mobility to the transit dependent
- stimulate mode shift away from the SOV
- free roadway capacity in I-5 corridor

- increase physical activity, reduce health care costs of those switching from automobile to transit
- shift personal expenditures made for SOV use with a low economic multiplier to higher multiplier uses
- reduce GHG emissions

*Describe how the proposed project benefits safety and all modes of transportation:*

Safety Benefits -

- Transit has about 1/10 the fatality rate of automobile travel. So shifting users from automobile to transit is a net safety benefit
- Lower levels of pollution and GHG emissions imply reduced health risk
- Generally using transit results in more walking than driving does; more physically active people are healthier than less active people
- Lower congestion levels imply lower crash rates

Benefits All Modes –

- Switching road users from SOV use to transit results in more available road capacity, benefiting all other roadway users (freight, transit, personal vehicle, etc.)

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	1	<b>Requested Enhance Funding</b>	\$700,000
<b>Project Name</b>	I-205 SB/Auxiliary Lane I-84 to Stark/Washington		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

Criteria	Yes	No	Comments
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		This project was recently added to the RTP with unanimous support from JPACT and was on the Region 1 STIP Project Selection Committee's 150% list.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		In a period of constrained revenue forecasts ODOT Region 1 developed a Corridor Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement Oregon Transportation Plan Goal 2- Management of the System, OHP Major Projects Policy, and the Oregon Freight Plan. In addition, the project will address FHWA Localized Bottleneck Reduction Program objectives.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		The project is located at the intersection of Interstate-205 and Interstate 84 within the Portland Metro area. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow on I-205.
Located on a freight route or part of the National Highway System (NHS)	X		I-205 is a freight route and part of the NHS

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

This operational improvement was presented to Metro's JPACT and TPAC, the Oregon Freight Committee, and the Portland Freight Committee as part of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS). It was also recently unanimously approved for inclusion in the Regional Transportation Plan.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The objective of CBOS was to develop low cost, highly effective, and immediate solutions to improve safety and operations of this recurring bottleneck and others identified in the region. The study determined that congestion occurs on average for a three hour period between 3:00 and 6:00 PM daily and that travel speeds can drop to 20 mph during this time. The congestion begins at the Stark/Washington St. entrance-ramp and Hwy 26/Division St./Powell Blvd. exit ramp.

The contributing factors to the congestion are the high volumes from I-84 EB merging with I-205 SB mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with the mainline, and difficult weaving movements. Constructing the project will help manage growing demand and congestion to minimize any increase delay, costs and uncertainty for businesses that rely on this corridor for freight movement. Freight traffic comprised approximately 8% or 6,500 trucks of the annual daily traffic on I-205 SB in the area. The travel time savings based on speed and delay is estimated at \$1.36 million annual for freight and auto users.

The project also facilitates economic development by improving access to commercial centers and medical facilities, such as the Portland Adventist Medical Center

*Describe how the proposed project benefits safety and all modes of transportation:*

Between 2007 and 2011, 112 crashes occurred at the project location. The construction of the auxiliary lane is anticipated to reduce mainline crashes by 30% based on comparable auxiliary lane improvements. Such a reduction would benefit over 96,000 annual users.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	3	<b>Requested Enhance Funding</b>	\$820,000
<b>Project Name</b>	OR-224/OR-212 Corridor Intelligent Transportation Systems		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		The project was part of the Region 1 STIP Stakeholder Committee's 150% list
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		The project is consistent with goals of Oregon Transportation Plan - specifically Goals 2 (Management of the System), 3 (Economic Vitality), 5 (Safety and Security), and 7. (Coordination, Communication, and Cooperation). The project also is consistent with Oregon Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		OR-224/OR-212 is a highway of Statewide significance
Located on a freight route or part of the National Highway System (NHS)	X		OR-224/OR-212 is a freight route and part of the NHS

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The OR-224/OR-212 Corridor Intelligent Transportation System project would implement the Regional Transportation Plan Goal 4 – to emphasize effective and efficient management of the transportation system – and Goal 5 - to enhance safety and security. In addition, the project is listed in ODOT's ITS Implementation Plan developed in partnership with traffic engineers from cities, counties, TriMet, Metro, and the Port of Portland.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The project will improve travel times, stabilize traffic flow, and facilitate travel time reliability for freight and workforce mobility on multiple inter-city, regional and statewide freight routes, including OR-224, OR-212 as well as I-205, US-26 and OR-99E.

*Describe how the proposed project benefits safety and all modes of transportation:*

The OR-224/OR-212 Corridor Intelligent Transportation System project will provide multiple safety benefits to all users. First, the project will reduce crash rates and improve mobility by providing users real-time information about conditions ahead, anticipated travel times and alternative routes. Second, the project will reduce the frequency and severity of secondary crashes at several high crash locations in the corridor. Reducing crashes will improve safety for all modes. Finally, the project would improve emergency vehicle response times along the corridor and in the surrounding areas.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	4	<b>Requested Enhance Funding</b>	\$5,000,000
<b>Project Name</b>	I-5 Rose Quarter Development		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		The Rose Quarter Plan was adopted unanimously by the OTC, City of Portland, JPACT and the Metro Council
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		The Rose Quarter project is consistent with Goal 2 of the Oregon Transportation Plan and the Oregon Freight Plan
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		The project is on Interstate 5 with connections to Interstates 405 and 84
Located on a freight route or part of the National Highway System (NHS)	X		Interstate 5 is a designated freight route, on the NHS and is a federally designated Corridor of the Future.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

In partnership with the City of Portland, ODOT Region 1 conducted a two year, \$1.2 million planning study that resulted in land use and local transportation recommendations as well plans for the reconstruction of the section of I-5 between the I-84 and I-405 interchanges. The project, designed to improve safety and operations on I-5, received unanimous approval of the Portland City Council and from the OTC.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The expected delay savings for users of the system is projected to be between \$10.25 and \$11.85 million annually. Additional benefits will accrue from the increased efficiency of freight movements to local businesses, rail, sea, air, marine, and intermodal terminals. For example, businesses whose shipments are time and delay sensitive will see greater predictability leading to better on time delivery/reduction in shipping delays.

This funding will be used to complete additional environmental work, refine designs and develop a buildable phase of the project to consider for construction funding in a future funding cycle or legislative package.

*Describe how the proposed project benefits safety and all modes of transportation:*

The proposed project area is home to the highest crash rates in the State of Oregon. Once constructed, the project would reduce mainline crashes by 35-70 percent. In addition, the I-5 overcrossings will feature seismic upgrades and safer pedestrian and bicycle facilities.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	5	<b>Requested Enhance Funding</b>	\$3,700,000
<b>Project Name</b>	US-26 Corridor Intelligent Transportation Systems		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		The project was part of the Region 1 STIP Stakeholder Committee's 150% list.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		The project is consistent with goals of Oregon Transportation Plan - specifically Goals 2 (Management of the System), 3 (Economic Vitality), 5 (Safety and Security), and 7. (Coordination, Communication, and Cooperation). The project also is consistent with Oregon Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		US-26 is a non-Interstate Freeway of Statewide significance
Located on a freight route or part of the National Highway System (NHS)	X		US-26 is a freight route and part of the NHS

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The US-26 Corridor Intelligent Transportation Systems project was identified in the Corridors Bottleneck Operations Study (CBOS), which addresses the Federal Highway Administration's Localized Bottleneck Reduction Program objectives. The project would implement would implement the Regional Transportation Plan Goal 4 – to emphasize effective and efficient management of the transportation system – and Goal 5 - to enhance safety and security. In addition, the project is listed in ODOT's ITS Implementation Plan developed in partnership with traffic engineers from cities, counties, TriMet, Metro, and the Port of Portland.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The project will improve travel times, stabilize traffic flow and facilitate travel time reliability on multiple freight routes, including I-5, I-405, OR-217, US-30 and other key regional facilities. The project will also improve access for goods and services to and from employment centers located along US-26 and OR-217.

*Describe how the proposed project benefits safety and all modes of transportation:*

The US-26 Corridor Intelligent Transportation System project will provide multiple safety benefits to various users. First, the project will reduce crash rates and improve mobility by providing users real-time information on anticipated travel times and alternative routes. Second, the project will reduce the frequency and severity of secondary crashes near the Vista Ridge Tunnel and other high crash locations on the corridor. The project would improve emergency vehicle response times along the corridor and in the surrounding areas. In addition, the project would improve safety and access by warning drivers on US-26 of conditions at the Zoo/Washington Park off-ramp as well as directing drivers to off-site parking during congested periods.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	1	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	2	<b>Requested Enhance Funding</b>	\$14,500,000
<b>Project Name</b>	US-26: NW 185 <sup>th</sup> Avenue - Cornelius Pass Road		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		The Region 1 STIP Project Selection Committee recommended \$2m for PE through the Region Enhance allocation.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		The project is consistent with goals of Oregon Transportation Plan and the Oregon Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		US-26 is a non-Interstate Freeway of Statewide significance
Located on a freight route or part of the National Highway System (NHS)	X		US-26 is a freight route and part of the NHS

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

Widening US:26 to three lanes in each direction between 185<sup>th</sup> and Cornelius Pass Road is consistent with Metro's 2035 Regional Transportation Plan (RTP) (Project # 10873) and the City of Hillsboro's Transportation System Plan (TSP). This project is consistent with OTP Strategy 1.1.4 in that it (1) manages the existing transportation system effectively by allowing US 26 to continue to operate as a main mobility corridor; and (2) adds capacity to the existing transportation system with the widening. It is also consistent with OHP Major Improvements Policy Action 1.G.1 in that it adds capacity to the existing system (priority 3) to allow for the continual efficient operation of US 26.

In addition to the \$2m recommended by Region 1 Project Selection Committee for design, Region 1 recommends an additional \$14.5m of State enhance discretionary funding be made available for construction, contingent on the transfer of sufficient JTA, or other local funds, to complete construction. The City of Hillsboro and Washington County support making uncommitted JTA funding in the US:26 corridor available to leverage with STIP funds to complete the \$25m-30m improvement.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

Sunset Highway is an important route that serves residents, commuters, businesses, tourists, and freight linking the “economic engine” of Washington County to the world marketplace. With the growth of the surrounding residential and employment areas, this portion of US-26 is expected to carry close to 120,000 vehicles per day (within the current Urban Growth Boundary). Westbound widening, in conjunction with arterial widening improvements, would facilitate the safe and efficient flow of morning commute traffic off of the freeway to employment in north Hillsboro. Eastbound widening would improve freight mobility for Silicon Forest industries and agricultural, timber, and tourism industries of northwest Oregon.

It is estimated that the high-tech cluster, anchored in the Silicon Forest by Intel, accounts for approximately 65% of Oregon’s trade sector revenue. The Intel Ronler Acres campus will support approximately 15,000 to 16,000 jobs when the proposed expansions are complete. EcoNorthwest has estimated that every Intel job in Oregon creates approximately three additional jobs elsewhere in the state.

*Describe how the proposed project benefits safety and all modes of transportation:*

Widening US-26 from Cornelius Pass Road to NW 185th Avenue would improve safety on the Sunset Highway in several ways, which include:

- 1.) Providing relief of westbound bottleneck. The existing third through lane currently ends at the 185<sup>th</sup> Avenue interchange. Traffic volume destined to Cornelius Pass Road is high and is projected to increase. The lane reduction at 185<sup>th</sup> Avenue creates a bottleneck in traffic and congestion that can lead to increased accidents. Extending the lane to the Cornelius Pass Interchange would reduce lane changes at the 185<sup>th</sup> Avenue exit ramp and mitigate potential congestion related accidents.
- 2.) Improving the roadway. The project would provide vehicle breakdown shoulders for both the inside and outside lanes. By widening the shoulders emergency responders will experience reduced travel times to and from incidents.
- 3.) Improving lane balance. The proposed lane extensions would be made in conjunction with westbound exit ramp improvements at the Cornelius Pass Road Interchange, which is occurring as part of the Intel development. The additional lane would balance lane requirements to utilize the two westbound exits. Balancing the lane would smooth out traffic weaving maneuvers and reduce the number of conflicting vehicle movements on the highway.
- 4.) Improving mobility. An additional lane would reduce vehicle densities on a highly congested segment of the highway. Decreasing vehicle densities would minimize accident potential by reducing conflict and speed differential. Improved mobility would make the system more reliable and improve transit times in the corridor.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	1	<b>Requested Enhance Funding</b>	\$19,000,000
<b>Project Name</b>	I-5/Albany Knox Butte SB Ramp and Mainline Improvements		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Ongoing capacity and safety improvements and upgrades to I-5 are a priority in the OTP and Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		Project is on I-5.
Located on a freight route or part of the National Highway System (NHS)	X		I-5 is part of the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

The project concept was developed in an ODOT Facility Plan prepared for this corridor segment. An Environmental Assessment (EA) addressing a variety of improvements along this corridor segment is also close to completion and the remaining planning activities (IAMP and verification of project consistency with the local TSP) would be fairly simple. The project is consistent with the recently adopted Albany TSP. The IAMP will also be consistent with the TSP. There will be no need for a plan amendment. The project is also consistent with the Area 4 ACT priorities. Linn County has indicated they are willing to provide up to \$1,000,000 in support of the project.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

I-5 is by far the most important highway in the state of Oregon and along the west coast of the U.S., both in terms of passenger and freight movement. It is the primary travel facility from Mexico to Canada. Reducing congestion and increasing safety along this segment of I-5 will contribute to lowered travel costs and improved flow of intra- and interstate commerce.

*Describe how the proposed project benefits safety and all modes of transportation:*

This four lane section of I-5 has had few changes to its configuration from its original design in the 1960's. Consequently, there are numerous sub-standard features throughout the segment including partial interchanges, inadequate ramp design and inadequate interchange spacing. The configurations are important since the segments are currently experiencing traffic volumes much higher than they were designed to accommodate.

The OR99E (North Albany/Knox Butte) Interchange is a combined hybrid "Y"/diamond interchange with only 3 of the four movements provided at Exit 234. The interchange design features two southbound off-ramps, one each for eastbound and westbound Pacific Boulevard (OR99E). However, there is no southbound on-ramp provided at this intersection. Southbound traffic from Pacific Boulevard is routed down Airport Road (a frontage road that also provides access to neighborhoods and businesses) to the US 20 interchange intersection. Northbound movements are handled through a one free-flow ramp from Pacific Boulevard northbound and through a diamond style slip ramp for the off-ramp movement.

The purpose of this project is to add a new southbound on-ramp, remove the southerly southbound off-ramp (234A), provide an auxiliary lane/collector-distributor (C-D) road to improve entering and exiting the freeway, and remove southbound freeway trips (from Pacific Boulevard) from the frontage road between the Knox Butte and Santiam interchanges. This package of improvements provides a variety of benefits. It removes trips from the Santiam Highway interchange, improving both safety and operations at that location. It eliminates the need for drivers to determine which southbound exit they need to use to access Pacific Boulevard. It reduces out of direction travel for all vehicles. It will also standardize the southbound freeway movements at Exit 234 and reduce speed differential conflicts for vehicle exiting or entering freeway traffic. In short, this project benefits the freeway system and its users by eliminating sub-standard freeway design elements and better meeting driver expectations.

Specifically, a review of the 5-year crash history in this segment of I-5 showed 42% of crashes were rear-enders and 19% were sideswipe overtaking. The rear end and sideswipe overtaking crashes are typical of a multi-lane section that is operating at or close to capacity. The improvements in traffic flows that will result from this project should help reduce the rear-end crashes, while better definition of freeway access points and addition of an auxiliary lane/C-D road (which will allow merging and diverging speed differentials to resolve in a non-through lane) should reduce side-swipe crashes. The addition of the southbound on-ramp should improve the safety and operations by removing the second off-ramp (eliminating a confusing driver choice) and replacing it with an on-ramp that enables the interchange to better meet driver expectations. This change also eliminates statewide and regional traffic conflicts with local businesses and neighborhoods (particularly truck freight and non-local passenger vehicle conflict with local traffic, including bicyclists and pedestrians).

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	2	<b>Requested Enhance Funding</b>	\$3,000,000
<b>Project Name</b>	I-5/Aurora-Donald Interchange (Exit 278) IAMP and EA		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Ongoing capacity and safety improvements and upgrades to I-5 are a priority in the OTP and Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		I-5 is an interstate highway and a designated freight route.
Located on a freight route or part of the National Highway System (NHS)	X		I-5 is on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

The deficiencies at this interchange were documents in the I-5 Conditions Report completed in 2000. This project will develop an IAMP and Environmental Assessment (EA) for this outdated interchange. Addressing problems at this interchange is consistent with the Area 3 ACT priorities.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

I-5 is by far the most important highway in the state of Oregon and along the west coast of the U.S., both in terms of passenger and freight movement. It is the primary travel facility from Mexico to Canada. Addressing the interchange design issues at this interchange will benefit the hundreds of freight vehicles that use this interchange every day.

*Describe how the proposed project benefits safety and all modes of transportation:*

This is the worst unsignalized interchange on I-5, both geometrically and operationally. Site distance, ramp lengths, facility spacing, access spacing, and overall operating capacity are all substandard. This

funding would be used to develop shelf documents (IAMP and EA) to position the interchange for a future funding package. Because there are several trucking service businesses in the vicinity of this interchange, it is a major stopping point for hundreds of long-distance truck freight vehicles every day. This interchange also serves significant regional heavy truck freight volumes as the crossroad, Ehlen/McKay Road, is a critical link to OR219, OR 99W, OR 18, the City of Newberg, and Yamhill County, and Lincoln County. Like many roads in North Marion County, Ehlen/McKay Road also serves a high number of recreational bicyclists.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	7	<b>Requested Enhance Funding</b>	\$1,500,000
<b>Project Name</b>	OR 18/Fort Hill Road to AR Ford Road		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Ongoing capacity and safety upgrades and improvements to statewide freight routes are a priority in the OTP and Freight Plan. OR 18 is also a lifeline route, serves coastal commerce and tourism, and serves bicycle travel between the Willamette Valley and the Oregon Coast. These are also OTP and Freight Plan priorities.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		OR 18 is a statewide significant highway, a designated expressway, and a designated freight route
Located on a freight route or part of the National Highway System (NHS)	X		OR 18 is on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

This project is partially funded through the OTC approval of the Mid-Willamette Valley ACT (MWACT) and Region 2 Enhance 100% recommendation in October 2013. The already approved Enhance funding is expected to support updating previously approved EA information and preliminary design efforts. Approval of this additional funding request would restore full funding to the original Enhance request and support strategic ROW acquisition for the eventual construction of a variety of improvements to OR 18 through the Fort Hill/Grande Ronde area. This project is fully supported by MWACT, is consistent with the Polk County Transportation System Plan (TSP), and has an approved Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) for an Environmental Assessment (EA) completed in 2003. As noted above, part of this project activity (with the Enhance funding already approved) would be to update the data and assumptions in that previous FHWA approval and validate the previous project recommendations.

This project is a continuation of a previous STIP project (Key #14291, OR18: Fort Hill – Wallace Bridge) which was constructed as Phase 1 of the EA and widened OR18/22 from two to four lanes from Fort Hill to the Wallace bridge and constructed the Fort Hill Interchange. Construction of Phase 1 was completed in 2010 with no budget remaining. Phase 2 is the identified next step to improve safety and mobility of this vital link between the Willamette Valley and the central Oregon Coast.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

When constructed, the project elements identified in the approved EA will improve traffic flow and safety for all modes within this segment of the OR 18 corridor. The recurring congestion on OR 18, the extended traffic delays that occur when crashes take place on the two-lane highway segments, and the lack of adequate bicycle and pedestrian facilities, are all impediments to economic activity between the Willamette Valley and the Oregon Coast and also within the Grande Ronde area. The eventual construction of these improvements will benefit all types of coastal commerce and tourism by increasing the safety and reliability of travel within this segment of the OR 18 corridor.

*Describe how the proposed project benefits safety and all modes of transportation:*

OR 18 is a statewide expressway and freight route, a lifeline route, and a primary coastal feeder route that experiences significant congestion in the summer months, along with numerous safety problems, including inadequate intersection design, inadequate bicycle facilities, and a lack of pedestrian facilities. Left turning movements in this section are increasingly difficult and have a higher accident severity. There have been significant cross over and rear end collisions. Highway freight traffic is seeking alternate non-highway routes on unsafe and inadequate local roads to avoid congestion and safety issues at the Valley Junction at grade intersection. Development in the Grand Ronde area and the attraction of the Oregon Coast is drawing more alternate modes of transportation creating the need for better pedestrian and bicycle facilities attached to the highway. The proposed project elements for eventual construction will include widening the existing two lane highway and extending the four lane section from Fort Hill past the Valley Junction (OR 22) intersection. A grade separated interchange will be constructed to replace the existing intersection at Valley Junction (OR 22). Two bridges over South Yamhill River will also be replaced and widened. Median barrier improvements will be installed to prevent crossover accidents in multiple locations. Polk County's Rowell Creek Road, the Spirit Mountain Casino, and other private property access will be modified to support the proposed highway improvements. While area residents will enjoy a better operating and safer transportation system, when constructed, this project will ultimately benefit mostly statewide and regional travelers by providing a safer and more reliable travel experience for freight and passenger vehicles, and well as for bicyclists and pedestrians traveling to or through this segment of the OR 18 corridor.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	5	<b>Requested Enhance Funding</b>	\$1,500,000
<b>Project Name</b>	OR 126W/Spot Improvements		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Developing low-cost solutions to improve safety and efficiency on statewide routes for freight, emergency routing, coastal commerce, tourism, transit and bicycle travel are OTP and Freight Plan priorities.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		OR 126 is a statewide significant highway.
Located on a freight route or part of the National Highway System (NHS)	X		OR 126W is on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

This project would implement several improvements identified in the OR 126W Fern Ridge Facility Plan. Each possible project has independent utility, would require minimal environmental work and is consistent with local plans. Several of the projects identified in the Facility Plan have been approved for Enhance funding based on a Region 2 project application, although the funding ultimately requested was less than identified in the original application. This funding request would fund more of the individual project components identified in the original application.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

OR 126W is the major E/W Route between the Eugene/Springfield Metropolitan Area and the Central Oregon Coast. It also serves as the commuting route between the Metro Area and the cities of Veneta and Noti. As a major coastal connector route, OR 126W also serves as an economic and emergency

lifeline route for many Central Oregon Coast communities. Continuing to improve safety and operations in this busy corridor segment will benefit all OR 126W users in Lane County.

*Describe how the proposed project benefits safety and all modes of transportation:*

This project would fund a number of the short term recommendations outlined in the OR 126W Fern Ridge Facility Plan that would not be funded through the approved Enhance application. Possible projects include walking and biking improvements, such as crossing improvements, adding sidewalk connections from marked cross walks to bus stop locations, and adding street lighting. In addition, this project would work closely with the Lane Transit District to relocate bus stops, and add bus pull outs, landing pads, benches, and shelters. Motor vehicle improvements may include installation of traffic control devices, addition of right/left turn lanes, and advanced intersection warning signs. The final mix of project components for this additional funding will be determined based on an Area 5 review of the previous 150% Enhance scoping effort.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	6	<b>Requested Enhance Funding</b>	\$4,471,784
<b>Project Name</b>	US 30/Westport Ferry Access Road		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		This project would meet multiple policy objectives including providing for more reliable interstate freight movement, improving bicycle and pedestrian safety, supporting economic development, and providing access to recreational facilities.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		Project provides improved access between US 30, a statewide significant highway and Freight Route in Oregon, and State Route 4, a statewide significant highway in Washington.
Located on a freight route or part of the National Highway System (NHS)	X		US 30 in Oregon and Washington State Route 4 are both on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

The Clatsop County Transportation system Plan (TSP) was amended September 12, 2012 to include a new road that “would connect the Westport Ferry and Highway 30, and replace the Westport Ferry Road as the primary access between the ferry dock and Highway 30.”

The US 30 Corridor Plan was completed by ODOT Region 1 and 2 through a cooperative process with local and regional governments, agencies, and various stakeholders. It was adopted by the Oregon Transportation Commission (OTC) as an element of the Oregon Transportation Plan (OTP). The purpose of this plan was to develop a long term plan for management and improvements to the US 30 Corridor, with an emphasis on alternate modes. The Cathlamet-Westport Ferry is identified as one of the three connections between US 30 and the Washington State Highway System. The corridor plan objective A5.1 for waterborne transportation indicates that ferry service should be maintained between Cathlamet and Westport.

The Westport Corridor and Community Plan is an economic and development plan that identifies multiple development and infrastructure improvement projects in Westport, Oregon. The new ferry access road construction is listed as one of the priority projects identified by Clatsop County and the Community of Westport.

Implementing this project will require some additional planning and coordination with state agencies and other partners. Clatsop County will apply for grant of access with ODOT for the proposed access of US 30. Once the grant of access is approved, the county will purchase access rights based on an ODOT assessment of the increased value of the properties served by the proposed access location. The property used for the new collector roadway will be an in-kind contribution from Teevin Bros. in Westport. The county will work with Teevin Bros. to complete this transaction. Clatsop County and their consultants will work with ODOT Rail regarding the new at-grade rail crossing and the potential closing of the existing at-grade rail crossing on Westport Ferry Road. Additional wetland and environmental mitigation planning will also be required.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The Westport Ferry is one of three connections between the two statewide significant highways (US 30 and SR 4) that parallel the Columbia River between Portland and Astoria. The proposed new collector road would serve a variety of economic purposes. It would facilitate economic/industrial development by providing better access to industrial lands between the Ferry and US 30. It would support bi-state commerce by providing a route that is geometrically and structurally adequate for heavy trucks and freight vehicles between the Ferry and US 30. It would provide better access to recreation opportunities adjacent to the Ferry (a new public park is currently being developed adjacent to the Ferry), and it would improve the safe and efficient operation of US 30 through the construction of an improved intersection at US 30 and the new Ferry Road alignment.

*Describe how the proposed project benefits safety and all modes of transportation:*

In addition to improving access to the Westport Ferry and the associated economic development benefits, this project would provide a variety of safety benefits including improved local road intersections with US 30 (reduced traffic at the existing access road locations and better access – with left and right turn lanes – at the proposed new access road. This project would also serve and improve safety for other modes, including bike and pedestrian, through providing a cross-section with appropriate bicycle facilities on the proposed new access road and by eliminating existing heavy truck conflicts within the neighborhood through which the existing Ferry access route runs. The existing route is narrow (between neighborhood homes and Plympton Creek and cannot practically be widened), does not provide for safe bicycle or pedestrian travel, and is prone to seasonal flooding. The new road would be engineered to eliminate the possibility of flooding in all but the most extreme circumstances. Maintaining Ferry access is often most critical during extreme weather events.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	4	<b>Requested Enhance Funding</b>	\$2,500,000
<b>Project Name</b>	US 101/Camp Rilea Corridor		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Developing low-cost solutions to improve safety and efficiency on statewide routes for freight, emergency routing, coastal commerce, tourism, transit and bicycle travel are OTP and Freight Plan priorities.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		US 101 is a statewide significant highway.
Located on a freight route or part of the National Highway System (NHS)	X		US 101 is on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

This project would implement several improvements identified in the Camp Rilea Facility Plan. Each possible project has independent utility, would require minimal environmental work and is consistent with local plans. One of the projects identified in the Facility Plan is already being developed for implementation through a previous allocation of funds and another has been recommended for Enhance funding through the Region 2 allocation. Remaining project options include improved shoulders, turn lanes, roadway geometric improvements and intersection sight distance improvements.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

US Highway 101 is the principle roadway along the Oregon Coast. It serves as the major economic and emergency lifeline for all coastal communities. Continuing to improve its safety and operations in this corridor segment will benefit all US 101 users along the North Oregon Coast.

*Describe how the proposed project benefits safety and all modes of transportation:*

Implementation of these small projects would benefit bike, pedestrian, transit and highway modes of travel on US 101 and address a variety of existing safety and operational issues like narrow shoulders, poor geometric design, lack of proper turn lanes, and restricted sight distances.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	2	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	3	<b>Requested Enhance Funding</b>	\$3,500,000
<b>Project Name</b>	US 101/Spencer Creek EA/Geologic Reassessment		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project is consistent with ACT priorities.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Finding a solution to correct this slide and keep US 101 operational supports statewide travel, freight, emergency routing, coastal commerce, tourism, transit and bicycle travel.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		US 101 is a statewide significant highway.
Located on a freight route or part of the National Highway System (NHS)	X		US 101 is on the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts? :*

Work has been ongoing for many years in search of a solution to a chronic slide area on US 101 just north of Newport. This project would update previous environmental documentation and provide for a comprehensive geologic assessment of the slide and surrounding area.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

US Highway 101 is the principle roadway along the Oregon Coast. It serves as the major economic and emergency lifeline for all coastal communities. Supporting freight, tourism, recreation such as the adjacent Beverly Beach State Park and commerce of all kinds, US 101 also serves as Main Street for nearly every coastal community. If US 101 were to fail in this location, it would disrupt all manner of freight and commerce north and south of the slide area and significantly affect travel patterns back into the Willamette Valley. The economic consequences of a long-term failure that cut-off north-south travel on US 101 would be severe in terms of fuel cost and emissions from out of direction travel, costs to business in shipping and receiving goods, impacts to tourism, and inconvenience to local residents.

*Describe how the proposed project benefits safety and all modes of transportation:*

This project could help better determine the necessary geotechnical solutions to a chronic slide problem on US 101 and address the question about what approach is really practicable with respect to the extremely high cost (financial and environmental) of attempting to relocate US 101 inland versus addressing continuing erosion in order to implement a long-term repair to the slide and keep US 101 in its current location. Either way, agreeing to a method and providing an accurate cost to keep US 101 open to north-south travel and is implementable will benefit all modes of travel by ensuring that it does not become necessary for users to take trips that go a couple of hundred miles out of direction.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	3	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP (Roberts Mountain; 2M) and D-STIP (1.5M)
<b>Region Priority #</b>	2	<b>Requested Enhance Funding</b>	\$3,500,000
<b>Project Name</b>	I-5: Southern Oregon Truck Climbing Lanes		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		The Rogue Valley and South West ACTs both support truck climbing lanes
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		This project is consistent with all statewide plans. By improving safety and mobility on I-5, this project supports numerous policies and actions contained within the OHP and Freight Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		Located on Interstate 5
Located on a freight route or part of the National Highway System (NHS)	x		Located on I-5, both a freight route and a part of the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The truck climbing lanes are consistent with the I-5 Truck Passing Lanes Study, the I-5 Corridor Plan, and the Oregon Freight Plan. The I-5 Corridor Plan was adopted by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan. The climbing lanes are identified as a high priority in the Plan and Passing Lanes Study.

The Roberts Mountain section of I-5 is identified in the I-5 Corridor Plan as the most congested rural section of interstate in Region 3. The Southwest ACT selected the I-5: Roberts Mountain Southbound Climbing Lane as one of the Region Enhance projects. The 20% discretionary funds would leverage the Enhance, Region 3, and Interstate Maintenance funds to complete construction of the Roberts Mountain climbing lane (\$2M of request).

Both ACTs have expressed support of climbing lanes as STIP projects and would like to continue design and development of additional climbing lanes (1.5M request) along the southern I-5 corridor.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

I-5 is the West Coast's major trade corridor and one of the top freight routes in the nation. Some of the steepest grades anywhere in the nation are on I-5 in southern Oregon. According to the FHWA's 2005 freight bottleneck report, five of the top 25 steep-grade truck bottlenecks on the nation's freeways (including Roberts Mountain) are located on this section of I-5. These five steep grades together cause nearly 1.3 million annual hours of delay for trucks. These steep grades slow trucks significantly, often to under 30 miles per hour, slowing other vehicles that can't get around. The speed differential between trucks passing and passenger vehicles also causes significant safety problems.

The Oregon Office of Economic Analysis estimates that Oregon is the ninth most trade-dependent state in the nation. With truck traffic anticipated to rise substantially in the future, roadway congestion issues, transport reliability and road access issues will be exacerbated. Improving congestion on Southern Oregon's worst steep grade passes on I-5 will result in faster travel times for all freight travelling throughout the Oregon to Canada and Mexico. This will allow freight to move more efficiently to ports and airports improving commerce and keeping the economy moving.

Improving Southern Oregon Truck Climbing Lanes will meet the purpose of the Oregon Freight Plan to "improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses."

*Describe how the proposed project benefits safety and all modes of transportation:*

The proposed construction and development project will improve safety and mobility on segments of I-5 for all motorists. Freight traffic, transit providers, and non-freight traffic will benefit from designated climbing lanes. The project will improve safety by planning for and constructing climbing lanes to allow trucks to avoid slowing in the primary travel lanes, thereby reducing the likelihood of mainline congestion and rear-end crashes. These locations have crash rates much higher than the statewide average because faster-moving vehicles frequently run into slow-moving trucks and other passenger vehicles slowed by trucks.

Trucks have long used the I-5 shoulders, designed to provide a safe refuge for disabled vehicles, to navigate southern Oregon's mountain passes. Trucks using the shoulder cause significant pavement damage which requires frequent repair. Designated truck climbing lanes will improve safety by allowing vehicles to use the shoulder in case of emergency, as it is intended.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	3	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	1	<b>Requested Enhance Funding</b>	\$4,000,000
<b>Project Name</b>	I-5: Medford Viaduct Environmental Study (PE)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		The Rogue Valley and South West ACTs support this as the highest priority. Members of the Rogue Valley ACT requested that ODOT begin a study.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		This project is consistent with all statewide plans. By improving safety and mobility on I-5, this project supports numerous policies and actions contained within the OHP and Freight Plan. This project is identified in the I-5 Rogue Valley Corridor Plan, an amendment to the Oregon Highway Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		I-5, an interstate route, between the North (mile point 30.6) and South Medford (mile point 27) Interchanges
Located on a freight route or part of the National Highway System (NHS)	x		Located on I-5, both a freight route and a part of the NHS.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The I-5 Rogue Valley Corridor Plan, adopted by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan in June 2012, recommended additional study and analysis of the Medford Viaduct (Viaduct). The Plan identified possible solutions including: enhanced local arterial/collector connections, expansion, stacking the opposing lanes of traffic, and safety enhancements to increase the function, safety, and capacity. More than 50 years of residential and commercial growth has developed next to Interstate 5 (I-5), creating environmental challenges and expensive right of way costs.

The Rogue Valley ACT supports the Environmental Study as the Region's highest priority for the 20% Enhance funding. The South West ACT supports the request for enhance funds for the study. Discussions with the City of Medford indicate that it will be a partner in the study, with ODOT as lead

agency. An article published in the September issue of *‘Moving Ahead with ODOT’* on the Viaduct to develop a 20-year plan has been well received by the public, and many citizens have requested to be a part of any study.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The Viaduct is a 3,229 four lane bridge located on I-5 between two major exits – the south Medford interchange at exit 27 and the north Medford interchange at exit 30. I-5 is the primary economic corridor on the West Coast and supports the flow of people and goods across Washington, Oregon, and California. It serves as the primary economic link for the Rogue Valley. The Viaduct is a vital link for not only Medford city residents, but also interstate travelers. Improvements to the Viaduct would have positive economic benefits to all commercial and industrial activities and support recent investments along the I-5 corridor.

The Oregon Transportation Commission has approved numerous construction projects in and around the Rogue Valley, including: the OTIA I, II and III Bridge Delivery Projects, Oregon 62 Expressway, ConnectOregon grants to the Rogue Valley International airport and Combined Transport/Blackwell Trucking railroad switchyard, and north and south Medford interchanges. Once the Oregon 62 Expressway is completed, the Medford area will have more than a quarter of a billion dollars of new transportation investment in a little more than a decade.

All of those improvements rely on a safe and efficient I-5 and Viaduct. Given the high project costs associated with any Viaduct project, it is imperative to look at improvements that optimize public dollars. An environmental study of the Viaduct is vital to protect transportation investments and plan for the future of the Viaduct and its vital role in the economy of the Rogue Valley, Oregon and the U.S. A project completed in 2003 rehabilitated the deck, provided scour protection of the vertical supports in Bear Creek and added a Phase 1 seismic retro-fit so that the Viaduct could better withstand an earthquake. At that time, it was calculated that the economic delay to narrow the interstate to one lane in each direction was roughly \$60,000 per day; however, this did not factor in the disruptive cost to the community.

An Environmental Study of the Viaduct is critical to identify improvements that would continue to support investments into the Region and I-5 throughout Oregon. Each of these projects improve safety, reduced congestion and provide the transportation infrastructure that is vital for freight, mobility, job growth, and commerce, and livability.

*Describe how the proposed project benefits safety and all modes of transportation:*

The proposed environmental study will examine safety and mobility of all modes of transportation, and identify cost-effective and environmentally-sensitive solutions. As noted above, the Medford Viaduct is the primary economic corridor for the Rogue Valley and West Coast.

The Medford Viaduct passes over approximately one-half mile of the City of Medford. The Medford Viaduct is located adjacent to downtown Medford, Hawthorne Park, Bear Creek and the Bear Creek Greenway. The Bear Creek Greenway is a bicycle and pedestrian pathway running from the City of

Ashland to the City of Central Point, with plans to ultimately link it to the Rogue River Greenway and Grants Pass nearly 30 miles north.

The Medford Viaduct is used by transit providers, is approximately one mile southwest of the Rogue Valley International Airport, and provides a freight link from industries in the southern Rogue Valley to the railroad switchyard in the northern Rogue Valley.

Any eventual improvements and/or replacement of the Medford Viaduct will necessarily require consideration of the safety and mobility needs of auto, freight, bicycle, pedestrian and transit. In addition, such a project would also have a significant effect on Interstate 5 traffic and north-south connectivity in Rogue Valley.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	3	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP
<b>Region Priority #</b>	3	<b>Requested Enhance Funding</b>	\$900,000
<b>Project Name</b>	OR-140: I-5 to OR-62 Upgrade		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		The Rogue Valley and South West ACT support the project.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		This project is consistent with all statewide plans. The project is identified in the OR 140 Corridor Plan adopted as part of the Oregon Highway Plan.
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		OR 140 is statewide route
Located on a freight route or part of the National Highway System (NHS)	x		OR 140 is a freight route

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The project has been identified in the OR 140 Corridor Plan: I-5 Exit 35 to Brownsboro-Eagle Point Road (Plan). The Plan was recently adopted as part of the Oregon Highway Plan. The Rogue Valley ACT selected a phase of OR 140 as (Exit 35 to Blackwell) an Enhance Project and support improvements to rest of OR 140.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

The project will benefit and encourage economic vitality in the Rogue Valley by enhancing the connection between I-5 and OR 62. The project provides a low cost improvement to an alternative freight route between OR 62 and I-5. OR 140 is regularly used as an alternative means for traffic, especially freight from the White City industrial area to I-5. These improvements may provide the facilities needed for future development of the Tolo industrial Area. The area has been identified as an

Urban Reserve in the 2011 Greater Bear Creek Valley Regional Plan. This would include 544 acres of employment lands.

The Oregon Office of Economic Analysis estimates that Oregon is the ninth most trade-dependent state in the nation. With truck traffic anticipated to rise substantially in the future, roadway congestion issues, transport reliability and road access issues will be exacerbated. Improving OR 140 will meet the purpose of the Oregon Freight Plan to “improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.”

*Describe how the proposed project benefits safety and all modes of transportation:*

The proposed project will improve safety on OR 140 by resolving geometric deficiencies, providing protected turn-lanes, widening shoulders, and widening lanes. These improvements will likely result in fewer conflicts and crashes.

The project will benefit all modes of transportation by providing the opportunity to connect bicycle and pedestrian facilities with the Bear Creek Greenway Trail located near OR 14 and Blackwell Rd. OR-140 is regularly used for aggregate trucks and other freight, school buses, and local commuters. Transit route stops could be added to highway to better serve the industrial facilities. Modal connections would be improved to The Central Oregon and Pacific Railroad and the White City Terminal and Utility Railway Company adjacent to the project. A truck/rail intermodal facility constructed with ConnectOregon funds is also adjacent to the project.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Development Project (D-STIP)</b>	Development
<b>Region Priority #</b>	5	<b>Requested Enhance Funding</b>	\$300,000
<b>Project Name</b>	US97 Redmond – Bend Safety Corridor		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		
Located on a freight route or part of the National Highway System (NHS)	x		

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

Refinement/Access Management planning work has been conducted and the approach to frontage road systems and the “4-Phase” approach to the US 97 corridor strategy is included in the current Deschutes County TSP. The approach is ready for project development.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

This project will add capacity to existing system. ODOT will be adding frontage roads and consolidating access points to an existing Freight Route/Expressway which will enhance the movement of freight, thus enhancing economic viability within the region and throughout the State. Additionally, it will improve the reliability of travel times on this segment.

*Describe how the proposed project benefits safety and all modes of transportation:*

Here is an example of a priority segment to address for this D-STIP project: There have been a number of head-on crashes in this area. There is a top 15% SPIS site at MP 127.1 to 127.2 and a top

20% site at MP 127.9 to 128.1 and MP 128.4 to 128.7 (Gift Rd) and MP 128.9 to 129.1 is also a SPIS site. An analysis of the 2000-2002 crash record between milepoints 127.0 and 130.1 indicates 36 crashes four of which occurred at the intersection of US 97 and Gift Road. 25% of crashes involved head on collisions in the project limits. Some of the head-ons may be alleviated by the centerline rumble strip being installed on the Wickiup-Bowery Lane Project (2003).

So as commuter traffic continues to grow between Bend and Redmond and recreational traffic in Central Oregon increases, limiting full movement crossings of US 97 will increase the safety of the highway. Extending the median barrier north from the Deschutes Market Road Interchange, and providing access to this area would be provided by the interchange. Installation of the median barrier will also reduce head-on crashes.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Development Project (D-STIP)</b>	Development
<b>Region Priority #</b>	2	<b>Requested Enhance Funding</b>	\$300,000
<b>Project Name</b>	US97 S. Century Drive – USFS Boundary 4 Lane Extension		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		
Located on a freight route or part of the National Highway System (NHS)	x		

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The 2012 Deschutes County TSP identifies adding travel lanes to US97 between South Century Drive and La Pine State Park as a high priority.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

This project will add capacity to existing system. ODOT will be adding lanes to an existing Freight Route/Expressway which will enhance the movement of freight, thus enhancing economic viability within the region and throughout the State. Additionally, it will improve the reliability of travel times on this segment. The project is also in the middle of Forest lands, and this part of the corridor provides access into recreation areas, providing tourism and economic benefits.

*Describe how the proposed project benefits safety and all modes of transportation:*

The Highway Safety Manual indicates that a crash modification factor of 0.65 (or a 35% reduction) in crashes will be achieved with a short four lane section. Additionally, it will provide benefits downstream from the passing lanes. It will allow vehicles to pass more safely, particularly cars and light trucks passing heavier trucks, reducing the number of sideswipe and head-on type crashes.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Construction (C-STIP)</b>	Construction
<b>Region Priority #</b>	1*	<b>Requested Enhance Funding</b>	<b>\$14,000,000*</b>
<b>Project Name</b>	US97 Wickiup Jct		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		High priority for all 3 ACTs in Region 4.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		Consistent with statewide plans
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		Statewide route
Located on a freight route or part of the National Highway System (NHS)	x		US97 is both part of NHS and on a freight route

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

Project is in both the Deschutes County and City of La Pine TSPs, and is the highest priority At-Grade Rail crossing in the Central Oregon Rail Plan. The project is also a high priority for BNSF and UP Railways and the ODOT Rail Division. The Project will be construction ready in 2014, matching funding for PE and R/W including Deschutes County, Federal Earmark, and ODOT Rail Division Crossing Safety funds.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

This project helps locally and regionally for interstate and intrastate traffic (US97 is a multi-state freight corridor). The project will resolve the last remaining at-grade rail crossing on the US 97 corridor in Oregon. This project will significantly improve rail and truck freight movement through the area (US 97 carries a high volume of freight and tourist traffic from Washington to California, this is the BNSF trunk-line in Oregon).

*Describe how the proposed project benefits safety and all modes of transportation:*

High level of multiple user/modal benefits, including those which would be addressed by safety for public school busing, bike / ped safety, and highway/railway safety.

\*Although this project is well beyond the Region 4 allocation, it is submitted for consideration as a project of statewide significance, has the full support of all 3 ACTs among many interested stakeholders (provides significant benefits to multi modes), and is construction-ready.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Development Project (D-STIP)</b>	Development
<b>Region Priority #</b>	3	<b>Requested Enhance Funding</b>	\$300,000
<b>Project Name</b>	US97 @ Powers Road/Pedestrian Crossing (South Bend Parkway)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		
Located on a freight route or part of the National Highway System (NHS)	x		

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

The Powers Road project is identified in the City of Bend's TSP and Bend MPO's MTP, and is a high priority for both. The pedestrian safety issue is a major priority for the City and MPO.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

This project helps locally and regionally for interstate and intrastate traffic (US97 is a multi-state freight corridor). Upon 2015 completion of the JTA US 97/Murphy Road project, the Powers Road intersection will including the last remaining US 97 signal on the south half of the Bend Parkway, and this project will allow removal of the signal. This section of the Parkway is considered one of the "bottleneck" points identified as a priority to address in the TRIP97 partnership effort (La Pine, Bend, Redmond, Madras, Deschutes County, Crook County, Bend MPO, ODOT).

*Describe how the proposed project benefits safety and all modes of transportation:*

As notes above, the project will remove the last traffic signal on the Parkway and there will be no at-grade local street/US 97 intersection, significantly improving Safety. High level of multiple user/modal benefits, including those which would be addressed by safety bike / ped crossing. This project will also improve Cascades East Transit access for the area, and will significantly improve freight movement through the area (US 97 carries a high volume of freight and tourist traffic from Washington to California).

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Development Project (D-STIP)</b>	Development
<b>Region Priority #</b>	1	<b>Requested Enhance Funding</b>	\$300,000
<b>Project Name</b>	US97/O'Neil Jct/Prineville Jct Intermodal		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		This project provides a vital connection of US 97 to O'Neil Hwy. It will provide a connection of the US 97 freight route with the BNSF and City of Prineville railways, increasing statewide opportunities for freight mobility via central Oregon.
Located on a freight route or part of the National Highway System (NHS)	x		This project is adjacent to US 97 and connects US 97 to a railway truck to train loading facility.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

Project is currently in development and planning, and is including in the Central Oregon Rail Plan, and the additional funding would get a "Phase 1" to PS&E by 2015. The project has been vetted as a top priority by the Central Oregon Area Commission on Transportation.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

O'Neil Highway is also the primary roadway link to the BNSF/COPR rail yard facility at Prineville Junction. The City of Prineville recently expanded this rail yard with ConnectOregon III funding and has future plans to improve the railyard by constructing a state of the art bulk transfer facility consisting of storage tracks, pumps, washouts, conveyors and storage areas. This facility could handle both liquid and dry bulk material. Funds have yet to be identified for this expansion.

COPR is pursuing these plans to provide the three-county (Deschutes, Jefferson, and Crook) area of Central Oregon with the necessary multimodal transportation infrastructure to sustain current industries and attract and support new industry. It will provide a wide-ranging boost for the Central Oregon region's economic well-being, where creating and sustaining jobs is the primary goal. Central Oregon is fortunate to have the COPR short line railroad with access to both the BNSF and Union Pacific railways. This type of setup is exceedingly rare and desirable from a competitive standpoint. It provides the region an excellent opportunity to gain access to these railways and national and international markets.

The O'Neil Highway improvements specifically will help support safe and efficient freight access to the expanding rail yard from US 97 via the interchange on the north end of Redmond. This is fitting with the [Central Oregon Rail Plan](#), which states: "Focus decision-making and funding priorities (for at-grade crossing improvements) on multi-stakeholder benefits, beyond public safety and roadway traffic congestion, such as: rail freight mobility and industrial business recruitment (rail-served), short and long term issues with freight trucking (e.g., fuel costs, roadway impacts), rail operational needs, etc."

O'Neil Highway is one of Central Oregon's major aggregate haul routes from large multiple quarries in Crook County, which are important to the regional economy. The length restrictions have forced long loads (over 52 feet) to use Smith Rock Way as the alternate route for access to US 97, resulting in economic impacts (to trucking and tourism), recreation (e.g., Smith Rock State Park), and safety along Smith Rock Way. Smith Rock Way is a narrow County road and was not intended to accommodate the weight and volumes of trucks now using it and 17<sup>th</sup> Street to reach destinations in Redmond. Also in Terrebonne, truck access to and from US 97 is a safety hazard, as long, slow-moving trucks attempt to turn onto the highway, they often swing across multiple lanes.

These same sharp curves along the route also pose a challenge to the traveling public.

*Describe how the proposed project benefits safety and all modes of transportation:*

This project improves the safety on US 97 and the O'Neil highway by eliminating the at-grade connection of the O'Neil Highway with US 97 and eliminating 6 at-grade highway/ rail crossings.

A regional rail planning effort was completed for Central Oregon in 2009, with primary focus on resolving public at-grade railroad crossing safety and congestion issues. The BNSF railway runs north-south through Madras, Redmond, and Bend. With the rising volumes of rail traffic and the expanding lengths of trains coupled with a limited number of bridge crossings, the BNSF railway has effectively become a barrier to east-west travel for motor vehicles, bicyclists and pedestrians. This combination of increasing rail and roadway traffic poses an increase in safety hazards for at-grade crossings.

Central Oregon jurisdictions have made improvements at Prineville Junction among the highest priorities for a grade-separated crossing. The ranking for future grade-separated crossings was based on a series of considerations including safety, emergency services, traffic congestion, economic opportunities, local jurisdiction priorities, railway company needs, land use / environmental, road

classification, cost, and phasing / financing.

This project is a high priority because: 1) it eliminates two multi-line at-grade crossings with O'Neil Highway (safety), 2) it resolves a freight truck length restriction for one of the most important aggregate haul routes in Central Oregon, 3) it re-orientes the aggregate haul route from O'Neil Highway to the new interchange at the north end of the US 97 Redmond Reroute, replacing an at-grade intersection with a grade-separated interchange making a much safer access to a high-speed rural highway, and 4) it matches well with the expansion of the BNSF/COPR rail interchange for increased rail and multi-modal freight service. The project will also benefit emergency services, reduce delay on the O'Neil Highway, and improve access to both the BNSF and COPR

There is a history of crashes at the intersection of O'Neil Highway and US97 with many resulting in severe injuries. The current intersection of the O'Neil Highway and US97 allows movements in all directions. US 97 is five lanes wide at this location, and there are large volumes of traffic flowing at high speeds. Use of this intersection will increase over time as the City of Redmond implements their TSP to utilize this intersection. This project will eliminate this safety problem.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	4	<b>Construction Project (C-STIP)</b>	Construction
<b>Region Priority #</b>	4 & 6	<b>Requested Enhance Funding</b>	<b>\$4,700,000*</b>
<b>Project Name</b>	US 97 Variable Speed Limits (Bend–La Pine, Chemult–Spring Creek Hill)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	x		Safety is the top priority of the COACT commission. VSL allows speeds on the systems to be managed in inclement weather situations.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	x		The Deschutes County ITS plan specifically lists this project. Deschutes County's TSP also has language that support the use of ITS solutions to improve safety and operations.
Located on either a statewide or interstate route, or justify why it is of statewide importance	x		Is of statewide importance, as it is located on US Highway 97 a statewide facility with Freight/Expressway designations.
Located on a freight route or part of the National Highway System (NHS)	x		Is part of the NHS system and located in a freight route.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:*

This ITS project has been identified and reviewed in the Deschutes County Transportation System Plan, and is consistent with the Klamath County Transportation System Plan (both of the TSP's have language that support the use of ITS solutions to improve safety and operations). For the Deschutes County section, the original plan as well as the update that included this project had input from the County, MPO and the Cities within Deschutes County as well as emergency service providers. Also, Deschutes County has an ITS Plan which has vetted and supports the identified project. The project is consistent with the Oregon Highway Plan.

The Office of Maintenance and Operations hired a consultant to work with Region and Headquarters staff to do detailed scoping.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:*

Variable speed zones on US97 will reduce crash frequency and severity and improve operations during other traffic events. Both of these will result in fewer system delays and highway closures which in turn will improve the efficiency of the highway.

*Describe how the proposed project benefits safety and all modes of transportation:*

This proposed variable speed zone is in response to a high roadway departure crash rate during inclement driving conditions and will reduce crash frequency and severity and improve roadway operations in these conditions and during other roadway events. The variable speed limit system will also provide improved travel time information as well as enhance traveler information travel time reliability.

There will be significant benefit to freight haulers.

*\*Because the project covers two segments, the Bend-La Pine segment is the higher priority and can be delivered for \$2,800,000, if the project needs to be divided into phases.*

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	5	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP (PE Funds)
<b>Region Priority #</b>	1	<b>Requested Enhancement Funding</b>	\$690,000
<b>Project Name</b>	I-84/US395B Interchange Improvements Pendleton (Phase 1)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project application was for enhancement funds, but wasn't forwarded to construction because of the \$9 million price tag.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Project is identified in IAMP for I-84/US 395 Interchange and, as such, is consistent with the transportation plan and associated modal plans.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		Project is located at the interchange of a statewide highway and the interstate. City streets are involved as well.
Located on a freight route or part of the National Highway System (NHS)	X		Both Interstate 84 and US 395B are on the NHS system and are freight routes.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:* This project was identified and vetted through an Interchange Area Management Plan process that concluded a couple of years ago. There were three phases of work identified in the plan and this is the first phase.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:* This project increases level of service for the I-84/US 395B interchange and its connection with the city of Pendleton and US 395B. Freight and commerce transportation to and from the interstate will be enhanced, which is an economic benefit for the City of Pendleton and the rest of the state.

*Describe how the proposed project benefits safety and all modes of transportation:* The project will be designed to accommodate auto, freight, bikes, pedestrians and possible transit improvements. Currently the ingress and egress from I-84 to US 395B is congested with extended queues of traffic on both US 395 and the ramps of I-84. While serious accidents are few, there are several low speed accidents in the area. This project will help with traffic flow and reduce accidents.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	5	<b>Construction or Development Project (C-STIP or D-STIP)</b>	D-STIP (R/W Funds)
<b>Region Priority #</b>	4	<b>Requested Enhancement Funding</b>	\$1,578,000
<b>Project Name</b>	I-84/US395B Interchange Improvements Pendleton (Phase 1)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		The Project application was for enhancement funds, but wasn't forwarded for construction because of the \$9 million price tag.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Project is identified in IAMP for I-84/US 395 Interchange and, as such, is consistent with the transportation plan and associated modal plans.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		Project is located at the interchange of a statewide highway and the interstate. City streets are involved as well.
Located on a freight route or part of the National Highway System (NHS)	X		Both Interstate 84 and US 395B are on the NHS system and are freight routes.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:* This project was identified and vetted through an Interchange Area Management Plan process that concluded a couple of years ago. There were three phases of work identified in the plan and this is the first phase.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:* This project increases level of service for the I-84/US 395B interchange and its connection with the city of Pendleton and US 395B. Freight and commerce transportation to and from the interstate will be enhanced, which is an economic benefit for the City of Pendleton and the rest of the state.

*Describe how the proposed project benefits safety and all modes of transportation:* The project will be designed to accommodate auto, freight, bikes, pedestrians and possible transit improvements. Currently the ingress and egress from I-84 to US 395B is congested with extended queues of traffic on both US 395 and the ramps of I-84. While serious accidents are few, there are several low speed accidents in the area. This project will help with traffic flow and reduce accidents.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	5	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	3	<b>Requested Enhance Funding</b>	\$1,058,939
<b>Project Name</b>	SW Perkins Avenue Extension (Pendleton)		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project was on ACT's 150% list and was dropped to get to the 100% list.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Project serves to provide additional connectivity between Tutuilla Road and US 395B in Pendleton. This serves to reduce trips and congestion on that section of US 395B just south of the interchange with I-84. This project is in the city's TSP and this needed connectivity was discussed in the IAMP for the I-84/US 395B Interchange. US 395B is a statewide freight route.
Located on either a statewide or interstate route, or justify why it is of statewide importance		X	Perkins Street is not on the state wide highway system, but provides local connectivity that serves to reduce trips on US 395B, which is a statewide NHS freight route.
Located on a freight route or part of the National Highway System (NHS)		X	Perkins Street is not on the statewide highway system, but provides local connectivity that serves to reduce trips on US 395B, which is a statewide NHS freight route.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts: Yes, this project went through the vetting process for both the City's TSP and was scoped as part of the 150% enhancement list. Project serves to provide additional connectivity between Tutuilla Road and US 395B in Pendleton. This serves to reduce trips and congestion on that section of US 395B just south of the interchange with I-84. This project is in the city's TSP and this needed connectivity was discussed in the IAMP for the I-84/US 395B Interchange.*

US 395B is a statewide freight route. The total cost of the project is just under \$3 million dollars and the City of Pendleton will provide these matching funds towards the project if it is selected.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:* There are two economic benefits to the project. The first has to do with the statewide benefit of easing congestion and increasing safety on a NHS freight route. The second is Perkins Street accesses residential development property that is critical for the City of Pendleton's economy since its supply of residential housing does not meet its current needs thus restricting Pendleton's economy.

*Describe how the proposed project benefits safety and all modes of transportation:* Reducing trips on US 395B in the Pendleton area will enhance safety to all modes of traffic in the area (transit, bike, pedestrian, auto, and freight) by reducing the number of local trips that contribute to the safety problem on this system. Perkins Street itself will provide a safe bike / pedestrian friendly street connection between Tutuilla Road and US 395B.

## OTC Enhance 20% Discretionary Funds Region Recommended Projects

*Regions: Please complete this form for each project identified as a priority for the 20% Enhance funding. This information will be used for projects being recommended for funding at the November 2013 OTC meeting.*

<b>Region</b>	5	<b>Construction or Development Project (C-STIP or D-STIP)</b>	C-STIP
<b>Region Priority #</b>	2	<b>Requested Enhance Funding</b>	\$1,407,061
<b>Project Name</b>	US 395C Canyon Creek Flood/Road Closure Mitigation		

*Identify how the project meets the criteria, as approved at the September 2013 OTC meeting:*

<b>Criteria</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Consistent with priorities of the Area Commissions on Transportation (ACT) in the region	X		Project was on ACT's 150% list and was dropped to get to the 100% list.
Consistent with statewide plans and policy direction, such as the Oregon Transportation Plan and the Freight Plan	X		Project's scope is to realign and raise the grade of a section of US 395C just south of the city of John Day and to keep this statewide freight routes from closing every spring due to flooding of Canyon Creek. This is consistent with the Transportation Plan and its associated modal plans.
Located on either a statewide or interstate route, or justify why it is of statewide importance	X		US 395C is a statewide highway.
Located on a freight route or part of the National Highway System (NHS)	X		US 395C is on the NHS system and is identified as a statewide freight route.

*Has the appropriate planning work been completed and the proposed project been vetted as a priority, provide a description of those efforts:* The project scope is to realign and raise the grade of a section of US395C just south of the city of John Day, and to keep this statewide freight route from closing in the Spring due to flooding of Canyon Creek. The project was on the 150% enhancement list and is on the 100% fix-it list for partial funding of fix-it eligible items. During the reduction of the 150% enhancement list to the 100% list, the project was dropped. This project was priority 5 out of 23 for the 150% enhancement list. A scoping report was completed for this project, which indicated the project is ready to move forward into Project Delivery. Total cost of project is about \$2.4 million with \$1 million coming from Fix-it operations funds and we are asking for just over \$1.4 million from enhancement funds to cover the realignment portion of the project.

*Describe how the benefits of the proposed project, primarily an assessment of economic benefits, go beyond the area in which it is located:* US395C is on a Statewide NHS freight route and serves to move people, bikes and freight north and south on the US 395 corridor between Washington and California, which facilitates economic growth for Oregon and the Nation.

*Describe how the proposed project benefits safety and all modes of transportation:* It is a safety issue for adjacent residences (access to the highway is lost because of flooding), bicyclist, trucks and autos that try to cross the flooded highways before the total closure is established.

## OTC Enhance 20% Discretionary Funds - Scenario A

Region	Project Name	Original Region Request		Scenario A (Shelf Project Focus)
		Project Type (C-STIP or D-STIP)	Requested Enhance Funding	
<b>Recommended</b>				
Transit (R1/R2)	North I-5 Corridor POINT Bus Services	C-STIP	\$587,136	\$600,000
1	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek	C-STIP	\$5,000,000	\$5,000,000
1	I-205 SB/Auxiliary Lane: I-84 to Stark/Washington	C-STIP	\$11,000,000	\$700,000
1	OR224/OR212 Corridor ITS	C-STIP	\$820,000	\$850,000
1	US26: NW 185th Ave - Cornelius Pass Rd	C-STIP	\$14,500,000	\$6,900,000
1	I-5 Rose Quarter Development	<b>D-STIP</b>	\$5,000,000	\$5,000,000
1	US26 Corridor ITS	C-STIP	\$3,700,000	\$3,700,000
2	I-5: Aurora-Donald Interchange (Exit 278) IAMP & EA	<b>D-STIP</b>	\$3,000,000	\$3,000,000
2	US101: Spencer Creek EA & Geologic Reassessment	<b>D-STIP</b>	\$3,500,000	\$3,500,000
2	OR18: Ft. Hill Rd to AR Ford Road	<b>D-STIP</b>	\$1,500,000	\$1,500,000
3	I-5: Medford Viaduct Environmental Study	<b>D-STIP</b>	\$4,000,000	\$4,000,000
3	I-5: Southern Oregon Truck Climbing Lanes (Roberts Mountain)	C-STIP	\$2,000,000	\$2,000,000
4	US97: O'Neil Jct/Prineville Jct Intermodal	<b>D-STIP</b>	\$300,000	\$300,000
4	US97: South Century Drive - USFS Boundary 4 Lane Extension	<b>D-STIP</b>	\$300,000	\$300,000
4	US97 @ Powers Rd Pedestrian Crossing (South Bend Parkway)	<b>D-STIP</b>	\$300,000	\$300,000
4	US97 Bend - La Pine Variable Speed Limits	C-STIP	\$1,900,000	\$1,900,000
4	US 97: Redmond to Bend Safety Corridor	<b>D-STIP</b>	\$300,000	\$300,000
5	I-84/US395B Interchange Improvements - Pendleton (Ph1 PE)	<b>D-STIP</b>	\$690,000	\$700,000
5	US395 Canyon Creek Flood/Road Closure Mitigation	C-STIP	\$1,407,061	\$1,450,000
<b>TOTAL</b>				<b>\$42,000,000</b>

<b>Non-recommended</b>				
2	I-5: Albany Knox Butte SB Ramp & Mainline Improvement	C-STIP	\$19,000,000	
2	US101: Camp Rilea Corridor	C-STIP	\$2,500,000	
2	OR126W Spot Improvements	C-STIP	\$1,500,000	
2	US30: Westport Ferry Access Rd	C-STIP	\$4,471,784	
3	I-5: Southern Oregon Truck Climbing Lanes Development	<b>D-STIP</b>	\$1,500,000	
3	OR140: I-5 to OR 62 Upgrade	<b>D-STIP</b>	\$900,000	
4	US97 Chemult–Spring Creek Hill Variable Speed Limits	C-STIP	\$2,800,000	
4	US97 Wickiup Jct	C-STIP	\$14,000,000	
5	SW Perkins Avenue Extension (Pendleton)	C-STIP	\$1,058,939	
5	I-84/US395B Interchange Improvements - Pendleton (Ph1 RW)	<b>D-STIP</b>	\$1,578,000	
<i>TOTAL</i>			<i>\$49,308,723</i>	

OTC Enhance 20% Discretionary Funds - Scenario B

Region	Project Name	Original Region Request		Scenario B (Large Project Focus)
		Project Type (C-STIP or D-STIP)	Requested Enhance Funding	
<b>Recommended</b>				
Transit (R1/R2)	North I-5 Corridor POINT Bus Services	C-STIP	\$587,136	\$600,000
1	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek	C-STIP	\$5,000,000	\$5,000,000
1	I-205 SB/Auxiliary Lane: I-84 to Stark/Washington	C-STIP	\$11,000,000	\$700,000
1	US26: NW 185th Ave - Cornelius Pass Rd	C-STIP	\$14,500,000	\$8,000,000
1	I-5 Rose Quarter Development	<b>D-STIP</b>	\$5,000,000	\$1,500,000
2	I-5: Aurora-Donald Interchange (Exit 278) IAMP & EA	<b>D-STIP</b>	\$3,000,000	\$3,000,000
2	OR18: Ft. Hill Rd to AR Ford Road	<b>D-STIP</b>	\$1,500,000	\$1,050,000
3	I-5: Medford Viaduct Environmental Study	<b>D-STIP</b>	\$4,000,000	\$4,000,000
3	I-5: Southern Oregon Truck Climbing Lanes (Roberts Mountain)	C-STIP	\$2,000,000	\$2,000,000
4	US97 Wickiup Jct	C-STIP	\$14,000,000	\$14,000,000
5	I-84/US395B Interchange Improvements - Pendleton (Ph1 PE)	<b>D-STIP</b>	\$690,000	\$700,000
5	US395 Canyon Creek Flood/Road Closure Mitigation	C-STIP	\$1,407,061	\$1,450,000
<b>TOTAL</b>				<b>\$42,000,000</b>

**Non-recommended**

1	OR224/OR212 Corridor ITS	C-STIP	\$820,000	
1	US26 Corridor ITS	C-STIP	\$3,700,000	
2	I-5: Albany Knox Butte SB Ramp & Mainline Improvement	C-STIP	\$19,000,000	
2	US101: Spencer Creek EA & Geologic Reassessment	<b>D-STIP</b>	\$3,500,000	
2	US101: Camp Rilea Corridor	C-STIP	\$2,500,000	
2	OR126W Spot Improvements	C-STIP	\$1,500,000	
2	US30: Westport Ferry Access Rd	C-STIP	\$4,471,784	
3	I-5: Southern Oregon Truck Climbing Lanes Development	<b>D-STIP</b>	\$1,500,000	
3	OR140: I-5 to OR 62 Upgrade	<b>D-STIP</b>	\$900,000	
4	US97: O'Neil Jct/Prineville Jct Intermodal	<b>D-STIP</b>	\$300,000	
4	US97: South Century Drive - USFS Boundary 4 Lane Extension	<b>D-STIP</b>	\$300,000	
4	US97 @ Powers Rd Pedestrian Crossing (South Bend Parkway)	<b>D-STIP</b>	\$300,000	
4	US97 Bend - La Pine Variable Speed Limits	C-STIP	\$1,900,000	
4	US 97: Redmond to Bend Safety Corridor	<b>D-STIP</b>	\$300,000	
4	US97 Chemult-Spring Creek Hill Variable Speed Limits	C-STIP	\$2,800,000	
5	SW Perkins Avenue Extension (Pendleton)	C-STIP	\$1,058,939	
5	I-84/US395B Interchange Improvements - Pendleton (Ph1 RW)	<b>D-STIP</b>	\$1,578,000	
<b>TOTAL</b>			<b>\$108,525,784</b>	

OTC Enhance 20% Discretionary Funds - Quick View

Region	Project Name	Scenario A	Scenario B
Transit (R1/R2)	North I-5 Corridor POINT Bus Services	Y	Y
1	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek	Y	Y

1	I-205 SB/Auxiliary Lane: I-84 to Stark/Washington	Y	Y
1	OR224/OR212 Corridor ITS	Y	N
1	US26: NW 185th Ave - Cornelius Pass Rd	Y	Y
1	I-5 Rose Quarter Development	Y	Y
1	US26 Corridor ITS	Y	N

2	I-5: Albany Knox Butte SB Ramp & Mainline Improvement	N	N
2	I-5: Aurora-Donald Interchange (Exit 278) IAMP & EA	Y	Y
2	US101: Spencer Creek EA & Geologic Reassessment	Y	N
2	US101: Camp Rilea Corridor	N	N
2	OR126W Spot Improvements	N	N
2	US30: Westport Ferry Access Rd	N	N
2	OR18: Ft. Hill Rd to AR Ford Road	Y	Y

3	I-5: Medford Viaduct Environmental Study	Y	Y
3	I-5: Southern Oregon Truck Climbing Lanes (Roberts Mountain)	Y	Y
3	I-5: Southern Oregon Truck Climbing Lanes Development	N	N
3	OR140: I-5 to OR 62 Upgrade	N	N

4	US97: O'Neil Jct/Prineville Jct Intermodal	Y	N
4	US97: South Century Drive - USFS Boundary 4 Lane Extension	Y	N
4	US97 @ Powers Rd Pedestrian Crossing (South Bend Parkway)	Y	N
4	US97 Bend - La Pine Variable Speed Limits	Y	N
4	US 97: Redmond to Bend Safety Corridor	Y	N
4	US97 Chemult-Spring Creek Hill Variable Speed Limits	N	N
4	US97 Wickiup Jct	N	Y

5	I-84/US395B Interchange Improvements - Pendleton (Ph1 PE)	Y	Y
5	US395 Canyon Creek Flood/Road Closure Mitigation	Y	Y
5	SW Perkins Avenue Extension (Pendleton)	N	N
5	I-84/US395B Interchange Improvements - Pendleton (Ph1 RW)	N	N