



# Regional flexible funding for transportation projects

## Allocation of funds

*As the metropolitan planning organization for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for Clackamas, Multnomah and Washington counties.*

Almost everyone can point to an improvement they'd like to see on a roadway or street, a trail connection or sidewalk gap they'd like to see filled.

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

It's not a lot of money – expected to be \$130 million over three years, just five percent of transportation funding spent in the tri-county region – but it can help with crucial gaps and long-awaited fixes.

After adopting a policy approach for this cycle's allocation in spring 2016, regional leaders are now deciding which local walking, biking and freight projects to spend \$33 million to help build.

### **\$33 million for walking, biking and moving freight**

\$33.15 million is available for these projects in two categories:

- \$25.81 million for active transportation/complete streets projects that make it safer and easier for people to walk, ride bicycles or get to transit



Regional flexible funds helped Oregon City build a new gateway to downtown along McLoughlin Boulevard

- \$7.34 million for regional freight investments, projects that improve access to freight hubs and industrial areas and improve safety on freight routes.

### **Timeline**

- Fall 2015: Metro develops policy ideas with key stakeholders, advocates and elected leaders
- November 2015 to May 2016: Decision-makers consider policy options to guide funding decisions
- January 2016: Public comments on funding priorities
- May 2016: Decision-makers adopt a final policy to guide allocations
- June to November 2016: Local governments apply for funding for their projects
- Oct. 7 to Nov. 7, 2016: Public comments on project list
- January to February 2017: Decision-makers adopt a final list of projects to receive funding

**Central Eastside access and circulation improvements | \$2,805,879**

For the City of Portland to reconstruct freight access and movement through key intersections around the Central Eastside Industrial District. Includes improved traffic signals and bike lanes for safer crossings.

**Cully walking and biking parkway | \$2,200,000**

For the City of Portland to create a high-quality walking and biking parkway along Northeast 72nd Avenue through the heart of the Cully neighborhood. Includes lighting and street trees.

**Halsey Street safety and access to transit | \$2,400,000**

For the City of Portland to provide improvements on Halsey Street around the 82nd Avenue MAX station. Includes intersection redesigns, better bus stops and crosswalks, bike lanes and a biking and walking path.

**Jade and Montavilla connected centers | \$3,200,000**

For the City of Portland to construct improvements for biking and walking. Includes street and sidewalk lighting, new sidewalks, bike lanes and paths, and crosswalks.

**Beaverton Creek Trail | \$3,693,212**

For Tualatin Hills Park & Recreation District to complete 1.5 miles of the Beaverton Creek Trail to provide people walking and biking an off-street link from Hocken Avenue to the Westside Trail.

**Complete Cleveland Street | \$3,141,156**

For the City of Gresham to improve Cleveland Avenue between Stark and Burnside streets. Includes sidewalks, curbs and bike lanes.

**Hunziker Road industrial area transportation infrastructure | \$1,730,516**

For the City of Tigard to add a road connection for freight and commercial vehicles to avoid congestion near Hwy 217 and I-5 interchange. Improves access to undeveloped industrial and commercial property in the Hunziker Industrial Core.

**Herman Road walking and biking improvements project engineering | \$625,000**

For the City of Tualatin to complete project engineering to create separated bike lanes, sidewalks and transit stops along Herman Road to better connect jobs, shopping and schools in Tualatin.

**Brentwood-Darlington safe routes to school | \$2,200,000**

For the City of Portland to construct sidewalks to fill critical gaps in the walking network in the Brentwood-Darlington neighborhood.

**Basalt Creek Parkway extension | \$2,803,605**

For Washington County to complete Basalt Creek Parkway to improve freight access and reduce detours through surrounding communities. Improves safety by separating bike lanes from truck traffic.

**Highway 43 walking and biking improvements | \$3,000,000**

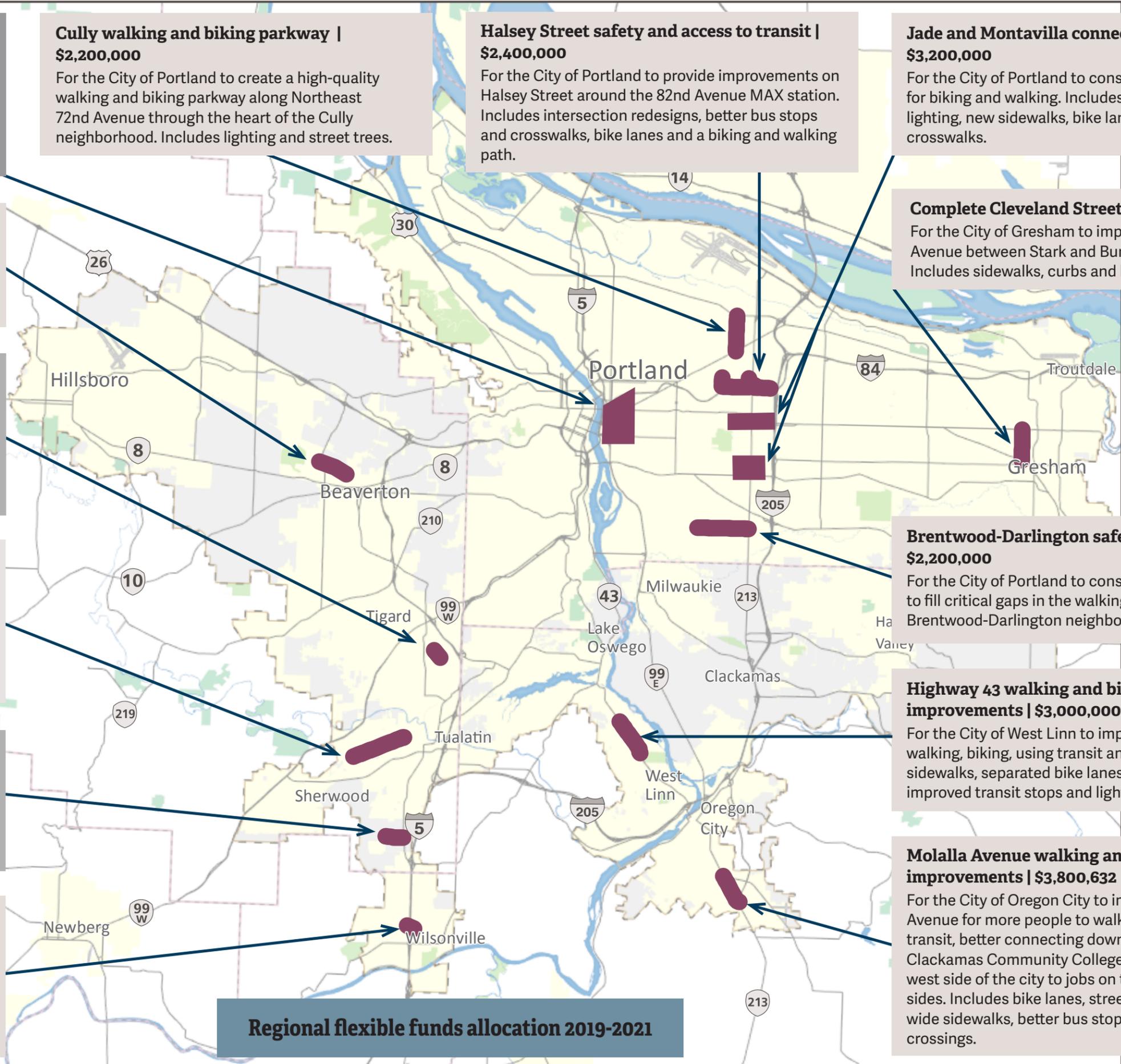
For the City of West Linn to improve Highway 43 for walking, biking, using transit and driving. Includes sidewalks, separated bike lanes, marked crosswalks, improved transit stops and lighting.

**Interstate 5 walking and biking bridge | \$1,550,000**

For the City of Wilsonville to construct a walking and biking bridge over Southeast Boones Ferry Road and Southwest Town Center Loop West. Connects neighborhoods to existing pedestrian and bike trails, transit, shopping and jobs.

**Molalla Avenue walking and biking improvements | \$3,800,632**

For the City of Oregon City to improve Molalla Avenue for more people to walk, bike and use transit, better connecting downtown Oregon City to Clackamas Community College and homes on the west side of the city to jobs on the north and east sides. Includes bike lanes, street trees and lighting, wide sidewalks, better bus stops and safer street crossings.



**Regional flexible funds allocation 2019-2021**

## Public weighs in

Public comment played a major role in getting some projects funded. Residents and students in Southeast Portland's Brentwood-Darlington neighborhood sent Metro hundreds of postcards, left more than 350 comments on an online map and packed an Oct. 27 Metro Council public hearing to implore leaders to complete sidewalks on streets kids use to get to schools in the neighborhood.

Other projects with considerable public comment that made the funding list included walking and biking improvements along Highway 43 in West Linn, Molalla Avenue in Oregon City and Portland's Jade District, Montavilla and Cully neighborhoods.

Metro received more than 3,600 comments on the projects proposed for these funds.



Regional flexible funds will go to build sidewalks to create safe routes to school on streets like this one in Brentwood-Darlington.

## Division Street or Cleveland Avenue?

Two projects put forth by the City of Gresham were close enough in the analysis to raise the question of which should get \$3 million for sidewalks, curbs and bike lanes.

The Cleveland Avenue project would build sidewalks, turn lanes and bike lanes on a narrow street. Completing sidewalks along the length of Division Street in Gresham would improve safety on a high-crash corridor that has seen three deaths in the last year and would provide direct access to the Division Transit Project, a \$175 million rapid bus line expected to open in 2021.

Decision-makers have agreed to continue that part of the discussion but move forward with funding 12 other projects.

## \$95 million for other priorities in the Portland region

In May 2016, the Metro Council and other decision-makers identified how to allocate the rest of the \$130 million for the 2019-21 fiscal years to best meet regional priorities:

- \$63.4 million for transit bonds, allocating money for potential transit projects in Portland, Gresham, Tigard and Tualatin and paying for earlier light rail lines to Milwaukie and Clackamas
- \$28.5 million for funding affordable housing near transit, planning for transit corridors, projects that improve traffic flow, and encourage people to walk, bike or take transit trips
- \$3.8 million in bond sales would support \$10 million to develop projects to relieve congestion
- \$2 million to develop projects that allow people to walk and bicycle safely.

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

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

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