



# Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds  
Parks & Nature Trails Bond funding

May 2022

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## INTRODUCTION

Every three years, Metro leads a discussion among the region’s residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region’s allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027.

A portion of these funds – approximately \$47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to \$20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure. The estimated total funding to be allocated in this process is \$67.35 million.

While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

## BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region’s local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

<b>RFFA Funds</b>	<b>Trails Bond Funds</b>
Equity	Racial Equity
Safety	Climate Resilience
Climate	Community Engagement
Congestion Relief	

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of “Yes” or “No” questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.

All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

## UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following **four categories**:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.
- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight

the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific category (e.g., Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Equity scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.

For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.

The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

DRAFT 25-27 Project Ratings				Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall	
<b>Trails Bond Planning/PD projects</b>										
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%	
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%	
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%	
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%	
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%	
			avg	63%	68%	37%		64%	58%	
			max	89%	79%	56%		82%	69%	
			min	44%	50%	22%		47%	43%	
			diff	44%	29%	33%		35%	26%	

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

## PROJECT RATING DETAILS

All the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website ([oregonmetro.gov/RFFA](http://oregonmetro.gov/RFFA)).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows:

- 148th Ave: Halsey to Powell
- 162nd Ave - Glisan to Halsey
- 7th Ave: Washington to Division
- Allen Blvd: Murray to King
- Beaverton Creek Trail
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57th Ave
- Emerald Necklace Trail
- Fanno Creek Trail
- Gresham-Fairview Trail: Halsey to Sandy
- I-205 MUP
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia to Cathedral Pk
- NP Greenway: Kelley Pt to N. Slough
- Sandy Blvd: Gresham to 230th
- Sandy River Greenway
- Scott Creek Trail
- Taylors Fy Rd: 49th to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk
- Troutdale Rd: Stark to Beaver Ck
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16th to Ostman

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DRAFT 25-27 Project Ratings				Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall	
<b>Trails Bond Planning/PD projects</b>										
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000				N/A			
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000				N/A			
Scott Creek Trail	Happy Valley	Bond	\$ 89,562				N/A			
Tigard-LO Trail	Tigard	Either	\$ 245,000				N/A			
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500				N/A			
Westside Trail: Seg 1	King City	Bond	\$ 210,000				N/A			
<b>Trails Bond Construction projects</b>										
Clackamas River Trail	Happy Valley	Bond	\$ 666,175				N/A			
Cornfoot Rd	PBOT	Either	\$ 5,225,500				N/A			
Council Ck Trail	Washington Co	Either	\$ 5,511,000				N/A			
Gresh-Fairview Trail	Gresham	Bond	\$ 4,167,723				N/A			
Marine Dr Trail	PPR	Either	\$ 2,161,124				N/A			
NP Greenway (Col to Cath)	PPR	Either	\$ 2,647,950				N/A			
NP Greenway (Kelley to Slough)	PPR	Either	\$ 3,483,699				N/A			
Sandy River Greenway	Troutdale	Bond	\$ 1,945,800				N/A			
Trolley Trail	NCPRD	Bond	\$ 624,250				N/A			
<b>RFFA Planning/PD projects</b>										
Allen Blvd	Beaverton	RFFA	\$ 723,670					N/A		
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000					N/A		
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000					N/A		
Fanno Ck Trail	Tigard	RFFA	\$ 1,606,705					N/A		
I-205 MUP	Clackamas Co	RFFA	\$ 935,884					N/A		
Lakeview Blvd	Lake Oswego	RFFA	\$ 450,036					N/A		
Tigard-LO Trail	Tigard	Either	\$ 245,000					N/A		
Troutdale Rd	Multnomah Co	RFFA	\$ 1,720,000					N/A		
<b>RFFA Construction projects</b>										
148th Ave	PBOT	RFFA	\$ 7,100,335					N/A		
162nd Ave	Gresham	RFFA	\$ 7,316,080					N/A		
57th Ave-Cully Blvd	PBOT	RFFA	\$ 7,643,201					N/A		
7th Ave	PBOT	RFFA	\$ 10,692,227					N/A		
Beaverton Creek Trail	THPRD	RFFA	\$ 1,774,575					N/A		
Cornfoot Rd	PBOT	Either	\$ 6,698,345					N/A		
Council Ck Trail	Washington Co	Either	\$ 5,511,000					N/A		
Marine Dr Trail	PPR	Either	\$ 2,770,252					N/A		
MLK Blvd	PBOT	RFFA	\$ 5,532,955					N/A		
NP Greenway (Col to Cath)	PPR	Either	\$ 2,745,541					N/A		
NP Greenway (Kelley to Slough)	PPR	Either	\$ 4,465,605					N/A		
Sandy Blvd	Multnomah Co	RFFA	\$ 20,660,000					N/A		
Taylor's Fy Rd	PBOT	RFFA	\$ 10,124,236					N/A		
Willamette Falls Dr	West Linn	RFFA	\$ 3,497,580					N/A		

<b>Project name:</b>	148 <sup>th</sup> Avenue
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$7,100,335
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148 <sup>th</sup> between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	BETTER

<b>Project name:</b>	162 <sup>nd</sup> Avenue
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	\$7,316,080
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162 <sup>nd</sup> to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST



<b>Project name:</b>	7 <sup>th</sup> Avenue
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$10,692,227
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7 <sup>th</sup> Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

<b>Project name:</b>	Allen Blvd
<b>Applicant:</b>	Beaverton
<b>Amount requested:</b>	\$723,670
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Planning
<b>Evaluation notes:</b>	Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Beaverton Creek Trail
<b>Applicant:</b>	Tualatin Hills Parks & Recreation District
<b>Amount requested:</b>	\$1,774,575
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trails crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

<b>Project name:</b>	Brookwood Pedestrian Overpass	
<b>Applicant:</b>	Hillsboro	
<b>Amount requested:</b>	\$4,500,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning, Project Development	
<b>Evaluation notes:</b>	The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	GOOD
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Clackamas River Trail
<b>Applicant:</b>	Happy Valley
<b>Amount requested:</b>	\$666,175
<b>Source requested:</b>	Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Cornfoot Road Multiuse Path	
<b>Applicant:</b>	Portland Bureau of Transportation	
<b>Amount requested:</b>	\$5,225,500	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47 <sup>th</sup> Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	GOOD	GOOD
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Council Creek Trail	
<b>Applicant:</b>	Washington County	
<b>Amount requested:</b>	\$5,511,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage \$17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BEST	BETTER
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

<b>Project name:</b>	Cully Boulevard/57 <sup>th</sup> Avenue	
<b>Applicant:</b>	Portland Bureau of Transportation	
<b>Amount requested:</b>	\$7,643,201	
<b>Source requested:</b>	RFFA	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential.	
<b>Outcomes ratings:</b>	<b>RFFA</b>	
<i>Equity</i>	BETTER	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER	

<b>Project name:</b>	Emerald Necklace Trail	
<b>Applicant:</b>	Forest Grove	
<b>Amount requested:</b>	\$200,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Fanno Creek Trail	
<b>Applicant:</b>	Tigard	
<b>Amount requested:</b>	\$1,606,705	
<b>Source requested:</b>	RFFA	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>RFFA</b>	
<i>Equity</i>	BETTER	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER	

<b>Project name:</b>	Gresham – Fairview Trail
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	\$4,167,723
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Builds a new 0.6 mile long multi-use path along west side of NE 201 <sup>st</sup> Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BETTER
<i>Overall</i>	BEST

<b>Project name:</b>	I-205 Multiuse Path
<b>Applicant:</b>	Clackamas County
<b>Amount requested:</b>	\$935,884
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Lakeview Blvd
<b>Applicant:</b>	Lake Oswego
<b>Amount requested:</b>	\$450,036
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Marine Drive Trail	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	\$2,161,124	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Martin Luther King Jr. Boulevard
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$5,532,955
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	N Portland Greenway: Columbia Blvd to Cathedral Park	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	\$2,647,950	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BEST	BEST
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BETTER



<b>Project name:</b>	N Portland Greenway: Kelley Point Park to Columbia Slough	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	\$4,465,605	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a “path to nowhere,” as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	GOOD
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	GOOD

<b>Project name:</b>	Sandy Boulevard	
<b>Applicant:</b>	Multnomah County	
<b>Amount requested:</b>	\$20,660,000	
<b>Source requested:</b>	RFFA	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230 <sup>th</sup> Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201 <sup>st</sup> and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>RFFA</b>	
<i>Equity</i>	GOOD	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BEST	
<i>Overall</i>	BETTER	

<b>Project name:</b>	Sandy River Greenway
<b>Applicant:</b>	Troutdale
<b>Amount requested:</b>	\$1,945,800
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Scott Creek Trail
<b>Applicant:</b>	Happy Valley
<b>Amount requested:</b>	\$89,562
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	BETTER

<b>Project name:</b>	Taylor's Ferry Road
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$10,124,236
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Fills gap between 48 <sup>th</sup> Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylor's Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

<b>Project name:</b>	Tigard – Lake Oswego Trail	
<b>Applicant:</b>	Tigard	
<b>Amount requested:</b>	\$245,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

<b>Project name:</b>	Trolley Trail
<b>Applicant:</b>	North Clackamas Parks & Recreation District
<b>Amount requested:</b>	\$624,250
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Troutdale Road
<b>Applicant:</b>	Multnomah County
<b>Amount requested:</b>	\$1,720,000
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	GOOD
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

<b>Project name:</b>	Westside Trail Bridge
<b>Applicant:</b>	Tualatin Hills Parks & Recreation District
<b>Amount requested:</b>	\$1,907,500
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Westside Trail: Segment 1
<b>Applicant:</b>	King City
<b>Amount requested:</b>	\$210,000
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	BETTER
<i>Overall</i>	GOOD

<b>Project name:</b>	Willamette Falls Drive
<b>Applicant:</b>	West Linn
<b>Amount requested:</b>	\$3,497,580
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project continues complete street improvements for .4 mile between 16 <sup>th</sup> and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

Draft

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### **Performance Measures Work Group:**

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