

July 11, 2022

Joint Policy Advisory Committee  
c/o JPACT Chair Shirley Craddick  
600 NE Grand Ave.  
Portland, OR 97232

**Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds**

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

RFFA Projects by Priority:

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Clackamas River Trail
3. Happy Valley Scott Creek Trail Development

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,



Paul Savas, Commissioner  
Clackamas County  
C4 Co-Chair  
R1ACT Vice Chair



Brian Hodson, Mayor  
City of Canby  
C4 Co-Chair  
R1ACT Member

**C4 Membership:** Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

# *East Multnomah County Transportation Committee*

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

July 22, 2022

Joint Policy Advisory Committee (JPACT)  
% Shirley Craddick, JPACT Chair  
600 NE Grand Ave  
Portland, Or 97232

Re: Support and prioritization for Regional Flexible Funds Allocation (RFFA) and Trails Bond grant applications

Chair Craddick and JPACT members,

On behalf of the East Multnomah County Transportation Committee (EMCTC) we thank you for providing EMCTC the opportunity to comment on and prioritize the projects in east Multnomah County. We recognize that this is one of the many factors that JPACT and Metro will use to determine which projects receive funding. All the projects submitted by our jurisdictions are important to EMCTC and to east Multnomah County residents. In February 2022 EMCTC adopted policies to recognize and elevate Safety and Equity in our community and all these projects embody those policies.

EMCTC's recommendation reflects a reduction in the overall request for RFFA funds. Multnomah County has reduced the scope and funding request on Sandy Boulevard, so that the project extent is lessened, impacting a shorter distance of the Boulevard, and the cost is now \$6.5M. Additionally, EMCTC voted to not recommend or advance the Troutdale Road project because the County has found another grant opportunity to pursue the Troutdale Road project. Troutdale Road is still very important to EMCTC. However, EMCTC recognizes funds are limited and the readiness of the Sandy Boulevard project makes it a better candidate. This brings the east Multnomah County funding requests to \$14.1M for RFFA and \$6.2M for Trails Bond. Reducing the request creates greater alignment with the RFFA Objective 1: to select projects throughout the region.

## **Regional Flexible Funds Allocation (RFFA)**

1. 162nd Complete Streets Project - in the City of Gresham
2. NE Sandy Boulevard Complete Street - from 201st (City of Gresham) to Quail Hollow (City of Fairview)

## **Trails Bond**

1. Gresham Fairview Trail - in the City of Gresham
2. Sandy River Greenway Trail - in the City of Troutdale

While EMCTC did prioritize the projects, EMCTC wants to emphasize the importance of all the projects and provides additional information on the two projects that did not receive EMCTC top priority but that are still recommended by EMCTC for funding, this information is provided below.

### Sandy Boulevard

Sandy Boulevard is a high priority project for Multnomah County and the City of Fairview. Additionally, in order to meet the objectives of RFFA, the County will also work with the City of Gresham to close the sidewalk gap from 201st to the City limit - this will also connect the Sandy Boulevard project to the future segment of the Gresham Fairview Trail (submitted under the Trails Bond). Below are several reasons why EMCTC feels this project should be funded:

1. Sandy Boulevard received design funds during the previous RFFA cycle. Funding Sandy now will meet RFFA Objective 2: Honor previous funding commitments made by JPACT and the Metro Council
2. Census tract information does not accurately inform the Equity Focus along Sandy Blvd., particularly in the area between Sandy Blvd. and I-84; in this area the majority of residents are low-income and over half of residents are people of color.
3. Sandy Blvd. is a 40 mph road, and a designated Road Connector in the Regional Freight Plan. It serves not only residents but industrial sites along the corridor. Residents in the apartments and mobile home parks that line Sandy Blvd. must navigate high-speed traffic, trucks, and narrow poorly lit shoulders to meet daily needs on foot or bus, creating a high-risk environment for pedestrians and bicyclists.

### Sandy River Greenway Trail

The Sandy River Greenway Trail will connect downtown Troutdale to the I-84 path - thereby creating a connection from Troutdale to the Confluence site and other parts of the Troutdale Reynolds Industrial Park (TRIP). This project provides both economic and environmental benefits to east Multnomah County. Additionally, EMCTC recognizes the following points:

1. Sandy River Greenway received significant public support during the comment period. Of the 33 comments submitted in Spanish, 12 were provided in support of the Sandy River Greenway.
2. Overall, Metro received 165 comments on this trail project - the second highest number that any one project received. Additionally the overall public input score for this project (4.84/5) was the second highest overall rating for the projects.

Again, we strongly believe all of these projects will benefit the residents and visitors of east Multnomah County. We appreciate your time and consideration for these projects and we look forward to continuing to discuss how these projects can be delivered.

Sincerely,



Lori Stegmann  
Multnomah County Commissioner, District 4  
East Multnomah County Transportation Committee Chair

cc: Councilor John Miner, Wood Village  
Councilor Wendy Lawton, Fairview  
Mayor Travis Stovall, Gresham  
Tom Bouillion, Port of Portland

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Jo Ann Hardesty** Commissioner **Chris Warner** Director

July 21, 2022

Joint Policy Advisory Committee  
c/o JPACT Chair Shirley Craddick  
600 NE Grand Avenue  
Portland, Oregon 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On July 11<sup>th</sup>, Portland hosted the second meeting of the Portland Regional Coordination Committee to discuss Portland's priorities for the 2025-27 Regional Flexible Funds and Metro Parks Trail Bonds allocation process.

Portland's Coordination Committee appreciates Metro's technical evaluation of the proposed projects. Although we see merit in all of the requested projects, we feel most in alignment with the recommendation that prioritizes Safety and Equity Outcomes. Recent fatality trends in our most diverse neighborhoods demand we focus funding on these critically important improvements to our roads.

Based on the feedback of the Portland Regional Coordination Committee, Portland submits the following priorities and comments. We look forward to continuing to work with our regional partners as we refine this list of funded projects.

## Portland RFFA Priorities

1. 148th – Funded Equity + Safety Outcome Emphasis
2. 57th / Cully – Funded – Funded Equity + Safety Outcome Emphasis
3. NP Greenway (Col-Cath)\*\* – Funded Equity + Safety Outcome Emphasis
4. MLK – Funded Equity + Safety Outcome Emphasis
5. 7th – 150% list Equity + Safety Outcome Emphasis
6. Taylor's Ferry
7. Cornfoot MUP

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## Portland Bond Measure Priorities

1. NP Greenway (Col-Cath)\*\* – Funded Equity + Safety Outcome Emphasis (RFFA)
2. Marine Drive Trail – Funded Equity + Safety Outcome Emphasis
3. NP Greenway (Kelley to Slough) – Funded Equity + Safety Outcome Emphasis
4. Cornfoot MUP - 150% list Equity + Safety Outcome Emphasis

*\* Portland understands that there may be some challenges in funding the NP Greenway (Col-Cath) from Trail Bond Measure resources. However, if possible, it would still be our preference to fund this project with trails funding.*

Based on the priorities identified in the Equity + Safety Outcomes Emphasis scenario, Portland expects that the 148<sup>th</sup>, 57<sup>th</sup> / Cully, NP Greenway (Col-Cath), MLK, Marine Drive Trail, and NP Greenway (Kelley to Slough) will receive funding.

Portland will continue to explore opportunities to also fund the 7<sup>th</sup> Avenue and the Cornfoot MUP projects, that are currently on the funding bubble (aka 150% list) in the Equity + Safety scenario. As we continue to refine the final list, we will continue to work with our partners to identify funding for all or parts of these important projects.

Portland looks forward to continued conversations with our community partners on how to get the most from these limited transportation resources.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Warner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Warner, Director  
Portland Bureau of Transportation



**WASHINGTON COUNTY**  
Coordinating Committee

**Committee members:**  
*(alphabetical by jurisdiction)*

Stephanie Jones, Mayor  
City of Banks

Lacey Beaty, Mayor  
City of Beaverton

Jef Dalin, Mayor  
City of Cornelius  
WCCC Chair

Gery Schirado, Mayor  
City of Durham

Peter Truax, Mayor  
City of Forest Grove

David Meeker, Mayor  
City of Gaston

Steve Callaway, Mayor  
City of Hillsboro

Jaimie Fender, Mayor  
City of King City

Teri Lenahan, Mayor  
City of North Plains

Keith Mays, Mayor  
City of Sherwood

Jason Snider, Mayor  
City of Tigard

Frank Bubenik, Mayor  
City of Tualatin  
WCCC Vice-Chair

Nafisa Fai, Commissioner  
Washington County

Julie Fitzgerald, Mayor  
City of Wilsonville

July 22, 2022

Dan Kaempff  
Principal Transportation Planner, Metro  
600 NE Grand Ave.  
Portland, Oregon 97232

**RE: WCCC prioritization for RFFA and Trails Grant projects**

On behalf of the Washington County Coordinating Committee (WCCC), I am submitting our prioritization recommendations for the Regional Flexible Fund Allocations and Trails funding for Washington County project applications.

Washington County, cities of Washington County, and Tualatin Hills Park & Recreation District submitted a total of nine projects for a total request of \$15,483,718 or about 23% of the available combined RFFA/Trails funding. The WCCC recommends funding for all nine projects which achieve desired outcomes and meet different and important needs in the county.

Our recommendation supports both:

- Development of a project pipeline that will position us to be ready to seek state or federal grants for construction; and
- Construction of projects that leverage previous investments and deliver near term benefits for our community.

We support construction funding for these important regional trail connections:

- **Council Creek Regional Trail** project funding will supplement funding from our recent Federal RAISE grant and allow Washington County, in partnership with the cities of Hillsboro, Forest Grove and Cornelius to improve trail crossings for this transformative project.



- **Beaverton Creek Trail** project funding will connect the regional Westside Trail to downtown Beaverton, filling a gap in the Washington County trail network and building on previous RFFA grant awards.

We also support funding for seven planning and project development pipeline projects:

- Project development for **Crescent Trail Overcrossing** (at Brookwood Pkwy), **Fanno Creek Trail**, and **Westside Trail Bridge over US-26** moves forward the next major sections of these existing trails.
- Planning for **Westside Trail in King City**, **Emerald Necklace in Forest Grove** and **Tigard/Lake Oswego Regional trail gap** alignment study sets the stage for future trail expansions.
- **Allen Blvd Complete Streets** planning fills a bicycle and pedestrian gap in the complementary street network.

The projects all support safety and equity outcomes:

- Proposed projects remove bicycle and pedestrian barriers and provide valuable accessibility improvements that will benefit those without access to a personal vehicle and access to transit.
- Proposed projects are located in equity areas or in industrial and employment areas that need bicycle and pedestrian access for jobs, many of which are low wage and benefit residents of equity focus areas.

The eight trail projects work together with the Allen Boulevard Complete Street project for an integrated system that removes barriers for getting around. Funding all projects supports the objective of distributing investments across the region.

Thank you for the opportunity to provide comments and your consideration of them in the project award process.

Sincerely,



Mayor Jef Dalin

Chair, Washington County Coordinating Committee

Cc: Chair Craddick and JPACT members

Washington County Coordinating Committee