

2027-30

Metropolitan Transportation Improvement Program

Adoption Draft

Appendix II: Selection of Projects and Programs

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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 strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

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

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland'5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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Auditor
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

2027-30 Metropolitan Transportation Improvement Program Program Direction



Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, May 3, 2024

To: Transportation Policy Alternatives Committee and Interested Parties

From: Blake Perez, Associate Transportation Planner
Ted Leybold, Resource Development Manager

Subject: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Program Direction

Purpose
To provide TPAC an overview of the 2027-2030 MTIP Program Direction and recommendation to JPACT **(Resolution 24-XXXX)**

Introduction and Background – Metropolitan Transportation Improvement Program (MTIP)
As part of Metro's responsibilities as the metropolitan planning organization (MPO) for the Portland region, the agency is responsible for the development and administration of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the four-year, near-term capital improvement plan for the metropolitan region.[1] Within the MTIP document are:

- A list of the transportation investment priorities for the upcoming federal fiscal years;
- A description of the prioritization processes to allocate available funds to transportation projects and programs, and compliance of those processes with regional guidance and federal laws;
- A measurement of the performance of those investments and progress toward federal performance targets and regional goals;
- A demonstration of compliance with federal TIP-related regulations; and
- Instructions, which communicate the monitoring measures and procedures for administering the MTIP.

The MTIP is cooperatively developed by the MPO, state department of transportation, and transit agencies. Therefore, as part of the MTIP development process, key MTIP partners in the Portland region – ODOT (Region 1 and headquarters), TriMet, SMART, and Metro – work closely together to demonstrate how the region is working together to achieve the common goal of implementing the adopted Regional Transportation Plan (RTP) and comply with all applicable federal regulations to remain eligible for funding.

MTIP Program Direction – Purpose
The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes investments are expected to advance. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common

[1] The MTIP includes some maintenance and preservation-related investments, such as federal transportation monies restricted for the use pavement maintenance activities on the interstate system and transit bus replacement.

goals and objectives the planned investments are expected to make progress towards while in their stewardship.

2027-2030 MTIP Program Direction – Desired Outcomes and Goals

The desired objectives for the 2027-2030 MTIP program direction is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan's vision and goals in addressing the region's transportation needs.
2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations[2] and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

In developing the 2027-2030 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in "Three C's: continuous, cooperative, and comprehensive" of federal regulation pertaining to metropolitan planning. The cooperative "Three C's" process is to achieve the directives outlined and align investments accordingly.

2027-2030 MTIP Program Implementation Process

As part of the process for implementing the 2027-2030 MTIP program, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the development and implementation of the 2027-2030 MTIP program. The TPAC work program will be updated to include discussion items pertaining to the development of the 2027-2030 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2027-2030 MTIP to JPACT in summer 2026.

[2] Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 outline these requirements.

JPACT Worksheet

Agenda Item Title: 2027-30 Metro Transportation Improvement Program (MTIP) Program Direction Resolution 24-5418 Recommendation to Metro Council (action item)

Presenters: Blake Perez & Ted Leybold

Contact for this worksheet/presentation: blake.perez@oregonmetro.gov

Purpose/Objective
To provide JPACT with an overview of the 2027-2030 MTIP Program Direction and recommendation to Metro Council **(Resolution 24-5418)**

Outcome
JPACT becomes familiar with the 27-30 MTIP program direction and the four objectives.
JPACT approves recommendation of the 27-30 MTIP program direction to Metro Council.

What has changed since JPACT last considered this issue/item?

An initial step of updating the MTIP is the development and approval of the program direction. In previous years, JPACT has been briefed with MTIP policy direction for specific planning timeframes. The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

What packet material do you plan to include?

Worksheet
Resolution 24-5418
2027-30 Metro Transportation Improvement Program (MTIP) program direction
Staff Report

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5418, FOR THE PURPOSE OF ADOPTING THE 2027-30 METRO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROGRAM DIRECTION

Date: 05/08/2024
Department: Planning
Meeting Date: June 13th, 2024

Presenter(s), (if applicable): Blake Perez, he/him, Associate Transportation Planner; Ted Leybold, he/him, Resource Development Manager
Length: 30 minutes

Prepared by: Blake Perez,
blake.perez@oregonmetro.gov

ISSUE STATEMENT

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

ACTION REQUESTED

- Staff will be seeking approval of recommendation of the 2027-30 MTIP program direction at the May 23rd JPACT meeting.
- Adoption of 27-30 MTIP program direction by Metro Council on June 13th.

IDENTIFIED POLICY OUTCOMES

The desired objectives for the 2027-2030 MTIP program direction is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

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In developing the 2027-2030 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in "Three C's: continuous, cooperative, and comprehensive" of federal regulation pertaining to metropolitan planning. The cooperative "Three C's" process is to achieve the directives outlined and align investments accordingly.

POLICY QUESTION(S)

The 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None at this time.

STAFF RECOMMENDATIONS

Approve Resolution 24-5418 adopting the 2027-30 Metro Transportation Improvement Program (MTIP) program direction.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

Staff presented the draft 27-30 MTIP program direction to TPAC on Friday, May 3rd.
Several topics were discussed, which include:

- Clarification on highway and arterial roadway funding strategy.
- Defining electric infrastructure in the regional funding strategy.

- Utilizing the interim regional funding strategy as a starting point for future legislative priorities.

After discussion, TPAC voted unanimously to recommend 27-30 MTIP program direction to JPACT.

ATTACHMENTS

- Worksheet
- Resolution
- 27-30 MTIP program direction
- Staff report

[For work session:]

- Is legislation required for Council action? **X Yes** ☐ No
- If yes, is draft legislation attached? **X Yes** ☐ No
- What other materials are you presenting today? Slides to be provided

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2027-2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA	))))))	RESOLUTION NO. 24-5418 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.300 and 450.340 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Metro Council and JPACT have developed a program direction defining how the region coordinates and cooperatively develops the 2027-2030 MTIP per federal regulations, which is represented by Exhibit A; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan in Fall 2023; and

WHEREAS, the three year process to 2023 RTP engaged stakeholders throughout to the region to develop the goals, objectives, and policies for the long-range transportation plan and the associated transportation investment priorities; and

WHEREAS, the adopted 2023 RTP specified five priorities to focus on in the near-term with the region's transportation investments; and

WHEREAS, the updated MTIP program direction addresses expectations of the performance and programming of the Portland metropolitan region's transportation investments for federal fiscal years 2027 through 2030; and

WHEREAS, the expectations outlined in 2027-2030 MTIP program direction are a continuation of existing policies and practices, but with minor updates and adjustments to reflect current adopted policies and funding programs; and

WHEREAS, the 2027-2030 MTIP program direction provides clarity as to the role of 2023 RTP and the 2023 RTP policy priorities will set policy foundation for transportation investment in the 2027-2030 MTIP; and

WHEREAS, the 2023 RTP policy priorities will inform the 2027-2030 MTIP performance-based programming and measuring MTIP progress; and

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WHEREAS, input utilized from the extensive engagement as part of the 2023 RTP informed and shaped the 2027-2030 MTIP Program Direction; and

WHEREAS, input has been sought and received from the Transportation Policy Alternatives Committee as well as JPACT on the policy update; now therefore,

BE IT RESOLVED that the Metro Council adopt the 2027-2030 Metropolitan Transportation Improvement Program Program Direction.

ADOPTED by the Metro Council this 13th day of June 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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2027 – 2030

Program Direction

For the Metropolitan Transportation Improvement Program

April 26, 2024

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Project web site: oregonmetro.gov/mtip

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

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Introduction

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document that tracks all federal transportation funding that is spent in the region as well as regionally significant projects that are state- and locally-funded. As a planning document, the MTIP demonstrates how near-term planned transportation projects advance the Portland metropolitan region's shared vision and goals for the transportation system, as adopted in the Regional Transportation Plan (RTP). The MTIP also demonstrates how these projects comply with federal regulations – such as fiscal constraint and public involvement. As a financial planning document, the MTIP outlines the implementation schedule of federally funded transportation projects in the region for the next four years and helps to manage the delivery of transportation projects. Lastly, as a monitoring tool, the MTIP is used to report on implementation of federal and regional transportation goals policies for the Portland metropolitan region during a four-year cycle.



Adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council in November 2023, the 2023 Regional Transportation Plan defines the region's shared vision and goals for the transportation system in the greater Portland area.

Purpose

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for federal fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

MTIP Overview

What is the Metropolitan Transportation Improvement Program (MTIP)? How is it created?

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document. As a planning document, the MTIP demonstrates how planned transportation projects advance the Portland metropolitan region's shared vision and goals for the transportation system as defined in the RTP and comply with federal regulations – such as fiscal constraint and public involvement.

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A large component of the MTIP is the implementation schedule of federally funded transportation projects in the region for the next four years. The schedule information provides the management of project delivery of transportation projects and continually demonstrates fiscal constraint. In this function, the MTIP can be viewed as a financial planning and project delivery tool for the metropolitan region. As a tool, the MTIP assists in ensuring the region does not overspend and tracks the delivery of transportation projects.

The Federal-Aid Highway Act of 1962 established metropolitan planning organizations (MPOs), like Metro, to ensure regional cooperation in transportation based on a continuing, cooperative, and comprehensive ("3C") planning process. MPOs conduct long-range planning and fund programming for the regional transportation system. For Metro, that means developing and implementing two planning and policy documents: the RTP and the MTIP. The RTP serves as the long-range transportation vision and policy document. It outlines the vision for the region's urban transportation system, establishes goals and policies to facilitate achieving those goals, and identifies priority investments that are eligible for federal and some state funding. The MTIP then serves as a key tool for implementing the RTP by providing a snapshot of where federal transportation funds are anticipated to be spent over the first four federal fiscal years of the RTP.

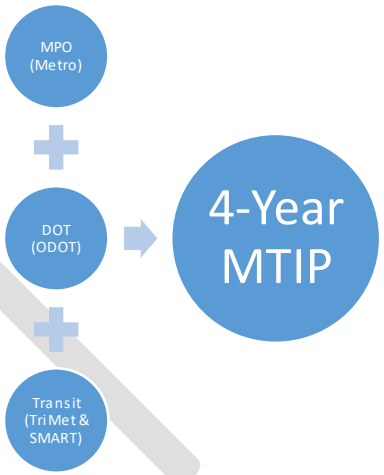


Figure 1. Agency partners that comprise the four-year MTIP

Per federal requirements, planning and policy documents are "constrained to reasonably expected revenue." This means Metro, working with partner agencies, makes long-term (for the RTP) and short-term (for the MTIP) projections of transportation revenue secured and/or expected to the region from federal and state, regional, or local sources programmed to be spent on regionally significant projects. The projected revenues set the anticipated capacity of the region to make long and short-term transportation investments without over-expending available funds. These revenue projections are updated with each RTP and each MTIP cycle.

What is included in the Metropolitan Transportation Improvement Program?

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the federally-recognized metropolitan planning area (MPA) for the upcoming four fiscal years and numerous project details.
2. Descriptions of funding allocation processes, system-level performance of the package of projects included in the MTIP, demonstration of federal regulatory compliance including financial constraint, and RTP implementation.

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3. A description of protocols, administrative procedures, and other related expectations for managing the MTIP once effective.

The following bulleted list describes in more detail the typical content and components of the MTIP.[1] Additionally, Figure 1 illustrates the entities responsible for identifying projects and programs which go into the project list and the components which go into the MTIP.

Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and funding amounts

Discussion Sections

- Discussion by each partner agency on the policy direction and process used to identify and prioritize projects for entry in the MTIP.
- A programmatic discussion of how the MTIP complies with applicable federal regulations.
- A discussion of fiscal constraint and fund monitoring to ensure funds are not overspent.
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.
- A discussion on the public involvement process used to develop the MTIP. (Public involvement is also discussed as part of the sections by individual partner agencies on the policy direction and process for identifying and prioritizing investments.)

Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

How does the MTIP get used?

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the "living" portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The "living" component assists in tracking spending and delivery of transportation projects and ensure continued compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, project leads regularly submit amendments are regular to reflect changes to their projects. This ultimately creates the need for having a living portion of the document to

[1] Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

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monitor implementation, adjust as necessary, and continue to ensure continued compliance with federal regulations.

Metro continues to use the approved MIP for the current program cycle to monitor the status of the included projects while also developing the MTIP for the upcoming program cycle. Information from the approved MTIP usually feeds into the development of the MTIP for the next program cycle. Figure 2 illustrates how the approved MTIP for the current cycle is related with the MTIPs for the previous and upcoming cycles.



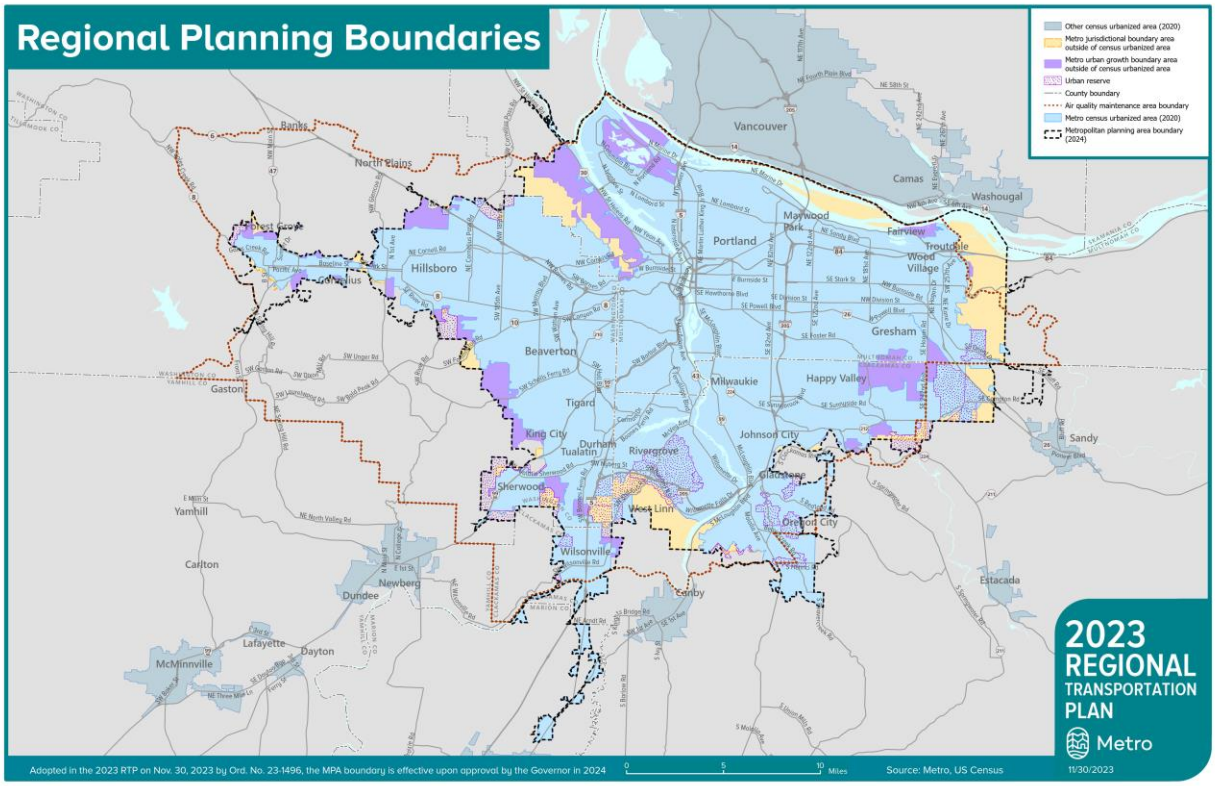
Figure 2. The overlap of fiscal years between an approved MTIP and a MTIP under development. The red box represents the fiscal years encompassing the approved MTIP and the purple box represents the fiscal years for the MTIP in development. The green box represents the previously approved MTIP.

What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?

The MTIP comprises the regionally significant, federally funded transportation projects and programs located within the metropolitan planning area (MPA). For the Portland metropolitan region, the MPA encompasses the urbanized areas of Multnomah, Washington, and Clackamas counties as defined by the US Census Bureau, and additional areas expected to urbanize within the next twenty years. Figure 3 shows the MPA boundary defined (Bold, dotted line) for the Portland metropolitan region. The MPA boundary shown in Figure 3 reflects the urban area as defined by the 2020 Census and represents the Metro region recommendation submitted to the Oregon Department of Transportation. The updated MPA will be effective upon approval of the new boundary by the Governor in 2024. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

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Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region



The state department of transportation is responsible for the development, implementation, and stewardship of the STIP. Each MPO is responsible for developing and adopting a MTIP for each respective metropolitan planning area. The STIP includes all MTIPs from across the state as well as projects approved by the state department of transportation outside of the MPO planning areas. The state department of transportation coordinates with each MPO during their funding allocation processes and when allocating funds to projects within an MPO, requests the MPO include those project funding awards in the MTIP.

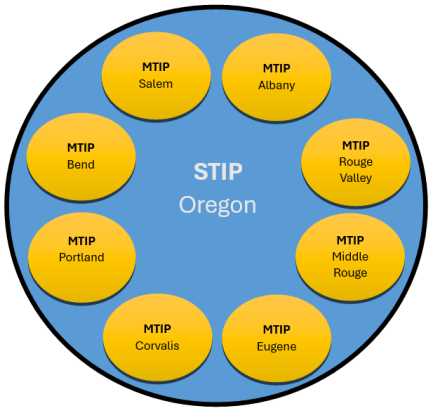


Figure 4. MTIP and STIP relationship – MTIPs are not to scale.

By federal law, the MTIP is required to be included as part of the STIP without change once approved by the MPO governing board and the Governor. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

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Who are the partners and who makes the decisions around the MTIP?

Development of the MTIP is a cooperative effort between regional and state partner agencies. Metro acts as the main coordinator, author, and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to report the allocation of all federal as well as regionally significant state and local transportation dollars within the MPA. Each of these agencies plays a different role in advancing the region's transportation system based on enabling legislation and has authority over different state and federal transportation funds. For example, TriMet and SMART's roles in the regional transportation system is to provide public transit service 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 in administering FTA funds, 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 is a directly elected regional government, serving more than 1.7 million people in Clackamas, Multnomah, and Washington counties. The agency's boundary encompasses 24 cities. Metro's main function is to provide regionwide planning, coordination, and services to manage the urban growth boundary and address transportation, solid waste, and land development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Metropolitan Planning Organization (MPO), as defined by federal law and designated by the State of Oregon, for the Oregon side of the Portland-Vancouver urbanized area. As the MPO, Metro is the lead agency responsible for developing the regional transportation plan every five years and the MTIP – the schedule of federal transportation spending in the Portland region. Metro conducts these activities in cooperation and coordination with the region's cities, counties, the Port of Portland, the Oregon Department of Transportation, transit providers and other partners, and provides meaningful opportunities for public input. Metro also coordinates and develops the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects and transportation management programs that are needed to implement them.

Metro is the nation's first directly elected regional government, led by the Metro Council, which consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The Metro Council works with community leaders and constituents across city and county boundaries to shape the future of the greater Portland region. For purposes of meeting federal regulations pertaining to Metro's MPO designation, the Metro Council is advised

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by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

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 strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP and MTIP. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

The **Transportation Policy Alternatives Committee (TPAC)** provides technical input, helps develop policy options and makes recommendations for consideration by JPACT. TPAC's membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans, federally funded transportation projects, monitors the development of the MTIP, and advises and makes recommendations to JPACT on transportation investment priorities and policies related to transportation. Such efforts include reducing greenhouse gas emissions and creating communities with easy access to mobility options. The committee also helps identify needs and opportunities for involving the public in transportation matters.

The **Oregon Department of Transportation** is a statewide transportation agency. ODOT is responsible for the state-owned transportation facilities across Oregon. This includes state highways and the interstate freeway system. ODOT also administers state generated public transit funding and provides support to transit agencies serving areas outside of large metropolitan areas to comply with federal regulations as well as supporting intra-city rail and bus services. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. Responsible for administering federal transportation funds, ODOT is a key partner in providing important transportation investment information for the development of the MTIP.

Tri-County Metropolitan Transportation District (TriMet) is the largest public transportation service provider within the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an

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entity responsible for administering federal transportation funds, TriMet is a key partner in providing important transit investment information for the development of the MTIP.

The **South Metro Area Regional Transit (SMART)** is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and some regional transit services. As an entity responsible for administering federal transportation funds, SMART is a key partner in providing important transit investment information for the development of the MTIP.

2027-2030 MTIP Program Direction

The 2027-2030 MTIP has four objectives that will guide development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan's vision and goals in addressing the region's transportation needs.
2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations[2] and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

In developing the 2027-2030 MTIP, partners acknowledge these objectives and agree to work in a cooperative fashion as described in "Three C's: continuous, cooperative, and comprehensive" of federal regulation pertaining to metropolitan planning. The cooperative "Three C's" process is to achieve the objectives outlined and align investments accordingly.

To provide further clarity, a description of each objective guiding the 2027-2030 MTIP is provided.

[2] Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 outline these requirements.

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Objective 1 – Advance 2023 RTP Implementation

Metro is responsible for demonstrating the programmatic four-year investment package in the MTIP advances implementation of the RTP. The RTP is the blueprint for transportation in the greater Portland region and a key tool for implementing the region's 2040 Growth Concept and Climate Smart Strategy. The plan guides investments for all forms of travel – driving, transit, biking, and walking – and the movement of goods and services throughout greater Portland. It identifies urgent and long-term transportation needs and priority investments to meet those needs.

Adopted by JPACT and the Metro Council in November 2023, the 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

Figure 5. 2023 RTP vision and goal areas for the regional transportation system



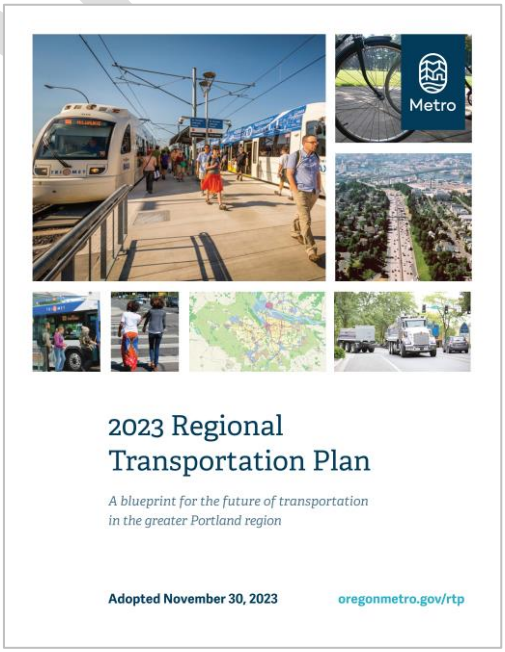
Source: 2023 Regional Transportation Plan (Chapter 2)

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Shown in Figure 5, the goal areas in Chapter 2 of the 2023 RTP are:

- **Mobility options** – People and businesses can reach the jobs, goods, services, and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
- **Safe system** – Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.
- **Equitable transportation** – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes are eliminated. The disproportionate barriers that people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
- **Thriving economy** – Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.
- **Climate action and resilience** – People, communities and ecosystems are protected, healthier and more resilient. Carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.

Investments proposed for the 2027-2030 MTIP are expected to make progress toward achieving the vision and goals of the RTP and be drawn from the 2023 RTP financially constrained project list (2023 RTP Appendix A)—only projects that are included in the RTP financially constrained project list are eligible for inclusion in the MTIP. The 2023 RTP financially constrained project list includes more than $69 billion in priority investments with nearly $28 billion invested in capital projects and related programs and more than $41 billon invested in operations and maintenance of the system. Projects and programs in the RTP come from adopted local, regional, or state planning efforts that provided opportunities for public input.



As the 2027-2030 MTIP investments get compiled into a four-year investment program, an evaluation of the package of investments assesses how well the investments make progress towards the 2023 RTP goals. Recognizing the role and function of 2027-2030 MTIP, the program direction places greater emphasis on demonstrating that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered and utilized the 2023 RTP goals in deliberations for their respective prioritization and selection of projects and programs to award funds.

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Objective 2 – Apply the Strategic Regional Funding Approach

In May 2009, JPACT and the Metro Council developed a strategic regional funding approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. Since 2009, the strategic regional funding approach provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Funds Allocation (RFFA) processes since the 2010-2013 and 2012-2015 MTIP cycles, with the most recent strategic regional funding approach adopted as part of 2025-2027 Regional Flexible Fund Allocation program direction.

Since the adoption of the 2019-2021 and 2022-2024 RFFA program direction (formerly policy statement), new revenue sources as well as administrative and process changes to certain sources of funds (e.g. restructuring of ODOT allocation programs) necessitates administrative updates to the adopted strategic regional funding approach.

Attachment 1 provides the updated version of the strategic regional funding approach reflecting these administrative changes. Additionally, knowing funding and revenue raising conversations are set to take place throughout 2024 and 2025, these conversations may reshape the region's funding approach and strategy. Therefore, the strategic regional funding approach will remain an interim approach for the purposes of guiding the MTIP development process to be undertaken in the same period. As further discussion takes place regarding any of the source funds identified, periodic updates will be made. However, Attachment 1 represents the previously agreed upon regional transportation funding approach, as updated to reflect new funding actions and administrative updates.

Objective 3 – Foster Regional Funding Coordination

Regional Coordination on Federal Discretionary Funding Opportunities

As part of the implementation of the strategic regional funding approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: Federal Transit Administration's Capital Investment Grants – New Starts and Small Starts, and Federal Highway Administration's Infrastructure for Rebuilding America (INFRA). Regional coordination is in effort to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

Coordination and Leveraging of Federal Funds Across Funding Allocation Programs

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Recognizing the scarcity of funding resources for the transportation system, JPACT and the Metro Council supports leveraging funding opportunities being administered by different agencies within the region. However, JPACT and Metro Council desire to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional agency are encouraged to:

- identify opportunities to leverage funding early, particularly in the program design phase (e.g. program direction update for the 2028-2030 Regional Flexible Fund, Carbon Reduction Program Funding or the 2027-2030 STIP allocation of revenues to ODOT programs) and prior to the solicitation of projects for individual funding programs.
- identify whether federal funds or a regionally significant project would be involved in leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

Regional partners that may have intentions of pursuing additional sources of funding should share the agency's intentions early in the process with the MPO. Working closely and early in the process with the MPO during the application process allows for improved regional coordination, affirms project eligibility, and assures funding is secured in an expedited fashion. Funding proposals can be shared with MPO staff for review. The funding proposal review process allows for MPO staff to prepare for administration and coordination of funds.

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative modification or amendment) depending on the significance of the changes requested.

Objective 4 – Ensure Federal Compliance

As a federal requirement to remain eligible to expend federal transportation funding, the 2027-2030 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations include, but are not limited to:

- 23 CFR 450.300 – 23 CFR 450.340– Metropolitan Planning
  - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP).
- Civil rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement.
- Performance-based planning and programming.
- Congestion management process.
- Financial constraint (23 CFR 450.326(j))

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Additionally, the findings from the 2021 Transportation Management Area (TMA) Certification, findings that will emerge from the 2024 TMA Certification, the 2024-2027 STIP Approval, and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2027-2030 MTIP.

As part of Metro's responsibilities, the agency's evaluation of the programmatic four-year investment package will assess the region's implementation progress towards federal, state, and regional performance targets and if necessary, identify areas for course correction for future MTIPs.

The 2027-2030 MTIP program direction is intended to provide clarity to regional partners on the federal requirements with which the 2027-2030 MTIP is obligated to comply. The information from the 2027-2030 MTIP program direction is expected to be communicated to regional partners conducting funding allocations as a means of informing those processes and ensure submitted projects comply with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners' stewardship in the planning, programming, and expenditure of federal transportation funds.

2027-2030 MTIP Program Development and Implementation Process

As part of the process for implementing the 2027-2030 MTIP program, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the development and implementation of the 2027-2030 MTIP program. The TPAC work program will be updated to include discussion items pertaining to the development of the 2027-2030 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2027-2030 MTIP to JPACT in summer 2026. Figure 6 illustrates the 2027-2030 MTIP timeline.

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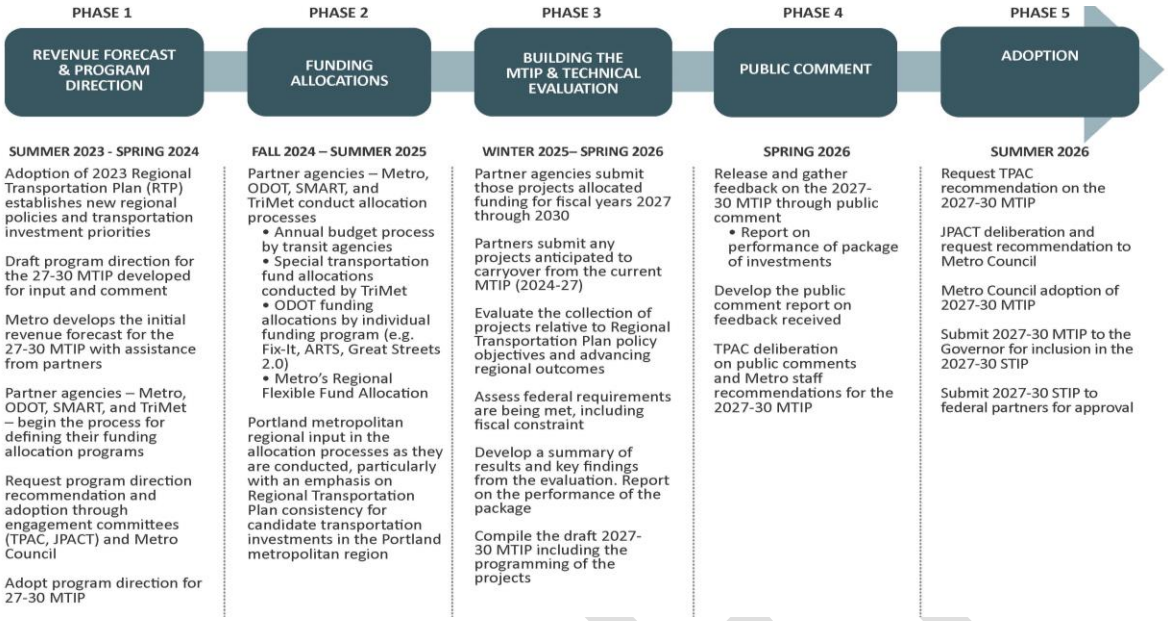


Figure 6. 2027-2030 Metropolitan Transportation Improvement Program Process and Adoption Timeline.

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Attachment 1: Updated Strategic Regional Funding Approach

The following table is an updated version of the 2018 adopted regional funding approach. The updates, although not exhaustive, reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional funding approach may be updated to reflect the administrative or policy direction changes. The 2027-2030 MTIP program direction includes the current regional funding approach as follows.

Table A.1: Updated Regional Transportation Funding Approach – (Interim May 2024)

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Neighborhood Street Reconstruction and Maintenance	• State pass through funds • Street utility fees • Local gas tax • System development charges	• Increases in state gas tax (e.g. House Bill 2017) • Increases in vehicle registration fees • New street utility fees or equivalent • Additional or new local gas tax
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	• Regional Flexible Funds • STBG – Transportation Alternatives Set Aside • ODOT Community Paths • ODOT Great Streets 2.0 ODOT ADA curb ramp and push buttons program • ODOT Safe Routes to Schools Infrastructure • Statewide Transportation Improvement Fund (STIF) • ODOT 1% gas tax dedication • Privilege tax on bicycle sales • Local gas or property tax, vehicle registration, system development charges, or street utility • Carbon Reduction Program – Regional • Carbon Reduction Program - State	• Pursue new federal program • State Urban Trail fund • Increases in state gas tax (e.g. House Bill 2017) • New local or regional funds

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Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway & Bridges Preservation	• Federal Highway Formula Programs (NHPP, STBG, Bridge) State gas tax & weight/mile fees dedicated to ODOT Fix-It program. • Other state (e.g. House Bill 2017) directed funding	• Increases in state gas tax • Increases in vehicle registration fees • New street utility fees or equivalent • Congestion Pricing/Tolling
Transit Operations	• Employer tax • Employee tax • Passenger fares • Section 5307 urbanized area formula • Section 5310 special transportation • Advertising revenue • Statewide Transportation Improvement Fund (STIF)	• Increases in employee and employer tax rate • New funding mechanism • Passenger fare increases
Minor & Major Arterial Expansion, Improvements, and Reconstruction	• Development Fees (e.g. Frontage, Impact Fees, System Development Charges) • Urban Renewal • ODOT Region 1 operations allocation program (Fix-it) • Other federal or state (e.g. House Bill 2017) directed spending • Regional Flexible Funds[3] • Federal Discretionary Grants • National Freight Program	• Development fees rate increases • New local or regional funds • Increase in state gas tax • Increase in vehicle registration fee • Congestion Pricing/Tolling mitigation funds
Throughway Expansion	• ODOT 2027-2030 STIP Strategic Investment Fund • Regional Flexible Funds[4] • National Highway Preservation Program • National Freight Program • Other federal or state (e.g. House Bill 2017) project directed funding	• More from existing sources • Congestion Pricing/Tolling • Increase in state gas tax or equivalent (e.g. HB 2017) • New local or regional funds • New Federal Discretionary funds (EG INFRA, MEGA)

[3] Limited to project development, ITS on arterial freight facilities, and small capital projects.
[4] Limited to project development with large discretionary funding leverage opportunities.

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Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	• Federal Discretionary grants • Privilege tax on vehicles	
High-Capacity Transit Expansion	• Federal Capital Investment Grants (e.g. New Starts/Small Starts) • State lottery, right-of-way donation or legislative allocation • Regional Flexible Funds • TriMet General Fund • Local contributions	• More from existing sources • New local or regional funds
TSMO/Travel Options	• ODOT transportation demand management program allocation to regions • Regional Flexible Funds • Carbon Reduction Program – Regional • Carbon Reduction Program – State • Regional Safe Routes to School	• New local or regional funds • More from existing sources
Land Use – TOD	• Regional Flexible Funds	• New local or regional funds • More from existing sources

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

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

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5418, FOR THE PURPOSE OF ADOPTING THE 2027-30 METRO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROGRAM DIRECTION

Date: 05/08/2024
Department: Planning
Meeting Date: June 13th, 2024

Presenter(s), (if applicable): Blake Perez, he/him, Associate Transportation Planner; Ted Leybold, he/him, Resource Development Manager
Length: 30 minutes

Prepared by: Blake Perez,
blake.perez@oregonmetro.gov

ISSUE STATEMENT

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

ACTION REQUESTED

- Staff will be seeking approval of recommendation of the 2027-30 MTIP program direction at the May 23rd JPACT meeting.
- Adoption of 27-30 MTIP program direction by Metro Council on June 13th.

IDENTIFIED POLICY OUTCOMES

The desired objectives for the 2027-2030 MTIP program direction is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan's vision and goals in addressing the region's transportation needs.

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2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations[1] and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

In developing the 2027-2030 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in "Three C's: continuous, cooperative, and comprehensive" of federal regulation pertaining to metropolitan planning. The cooperative "Three C's" process is to achieve the directives outlined and align investments accordingly.

POLICY QUESTION(S)

The 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None at this time.

STAFF RECOMMENDATIONS

Approve Resolution 24-5418 adopting the 2027-30 Metro Transportation Improvement Program (MTIP) program direction.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

Staff presented the draft 27-30 MTIP program direction to TPAC on Friday, May 3rd.
Several topics were discussed, which include:

- Clarification on highway and arterial roadway funding strategy.
- Defining electric infrastructure in the regional funding strategy.

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- Utilizing the interim regional funding strategy as a starting point for future legislative priorities.

After discussion, TPAC voted unanimously to recommend 27-30 MTIP program direction to JPACT.

ATTACHMENTS

- Worksheet
- Resolution
- 27-30 MTIP program direction
- Staff report

[For work session:]

- Is legislation required for Council action? **X Yes** ☐ No
- If yes, is draft legislation attached? **X Yes** ☐ No
- What other materials are you presenting today? Slides to be provided

2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

Partner Coordination Opportunities



ODOT, TriMet, SMART Budget Presentations Fall 2023-2025			
2023			
September	ODOT	Presentation to TPAC	Statewide Carbon Reduction Program funding allocation: Update and Final project list
October	ODOT	Presentation to TPAC	Update on 2027-30 STIP distribution of revenues to 2027-30 ODOT funding programs.
November	ODOT	Presentation to TPAC	2027-30 State Transportation Improvement Program (STIP) – options being discussed at Oregon Transportation Commission
November	ODOT	Presentation to TPAC	Great Streets Program updates: Final project list
2024			
January	TriMet	Presentation to TPAC	TriMet Forward Together 2.0
February	ODOT	Presentation to TPAC	ODOT Funding Updates
April	TriMet	Presentation to TPAC	Budget Updates and Programming of Projects
April	SMART	Presentation to TPAC	Budget Updates and Programming of Projects
June	ODOT	Presentation to TPAC	ODOT Update on Funding Allocations for 2028-30 (Leverage, ARTS, etc.) and preview of forthcoming ODOT MTIP amendments
September	TriMet	Presentation to TPAC	Forward Together 2.0 Vision
December	ODOT	Presentation to TPAC	ODOT Update on Funding Allocations for 2028-30
2025			
July	TriMet	Presentation to JPACT	Annual Transit Budget Update
July	SMART	Presentation to JPACT	Annual Transit Budget Update
2026			
February	ODOT	Presentation to TPAC	ODOT Draft 2027-30 State Transportation Improvement Program

2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

Selection Process Detail by Partner Agency



2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

ODOT's Funding Programs Allocation Processes



ODOT CARBON REDUCTION PROGRAM

September 13 TPAC Workshop



BIPARTISAN INFRASTRUCTURE LAW (BIL)

- BIL created a new Carbon Reduction Program (CRP) to reduce carbon emissions
- Oregon will receive a total of $82 million for FY 2022-2026
- Funds for projects in:
  - Transportation Management Areas
  - Small Urban and Rural Areas
  - Statewide
- Requires Carbon Reduction Strategy

FY 22-26 FUNDING BREAKDOWN

SMALL URBAN AND RURAL

$24.1 Million

STATEWIDE

$29.8 Million

TMAs
(Portland, Salem, Eugene)

$28.5 Million

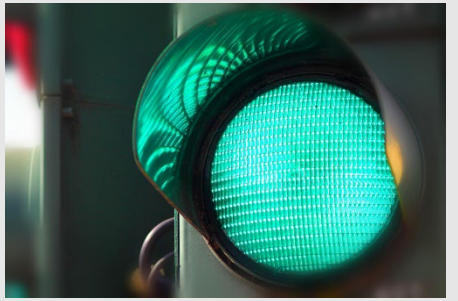


STRATEGIES AND PRIORITIES

- Vehicle and Fuel Technology
- Systems and Operations
- Transportation Options
- Pricing










SMALL URBAN AND RURAL CALL FOR PROJECTS

- Urban and Rural areas with fewer than 200,000 residents
- Call for Projects (February-May 2023)
- $13 million available for first round
- Second round in 2024

STATEWIDE PROJECT IDENTIFICATION

11 Projects

$17.8 million allocated

- Project criteria:
  - Statewide Transportation Strategy and Carbon Reduction Strategy Implementation
  - Small Urban and Rural Selection Criteria
  - Regional or statewide reach

METRO AREA STATEWIDE PROJECTS



DISCUSSION

suzanne.carlson@odot.oregon.gov

2027-2030 State Transportation Improvement Program (STIP) – Comment Letter

October 6, 2023



Metropolitan & State Transportation Improvement Program(s) (MTIP & STIP) Overview

MTIP & STIP Coordination

- Metropolitan and Statewide Capital Improvement Program(s)
  - Primarily includes federal and state funded capital projects
  - MTIP included in STIP without change
- U.S. DOT direction on federal transportation funding
- Encourages cooperative process, support of planning objectives, fiscal accountability

The STIP

- Lead TIP development for rural areas, cooperate on development of TIPs in MPO areas ("cooperate" carried out through procedures for each M/STIP process element)
- Direction on ODOT led allocations and revenues
- Programming of projects
- Oversight by Oregon Transportation Commission





The MTIP



- Urban portion of STIP
- Includes MPO led funding allocation (RFFA) and federal transit allocations and programming
- Includes approval of ODOT led allocations located in MPO area and programming
- Oversight by JPACT and Metro Council

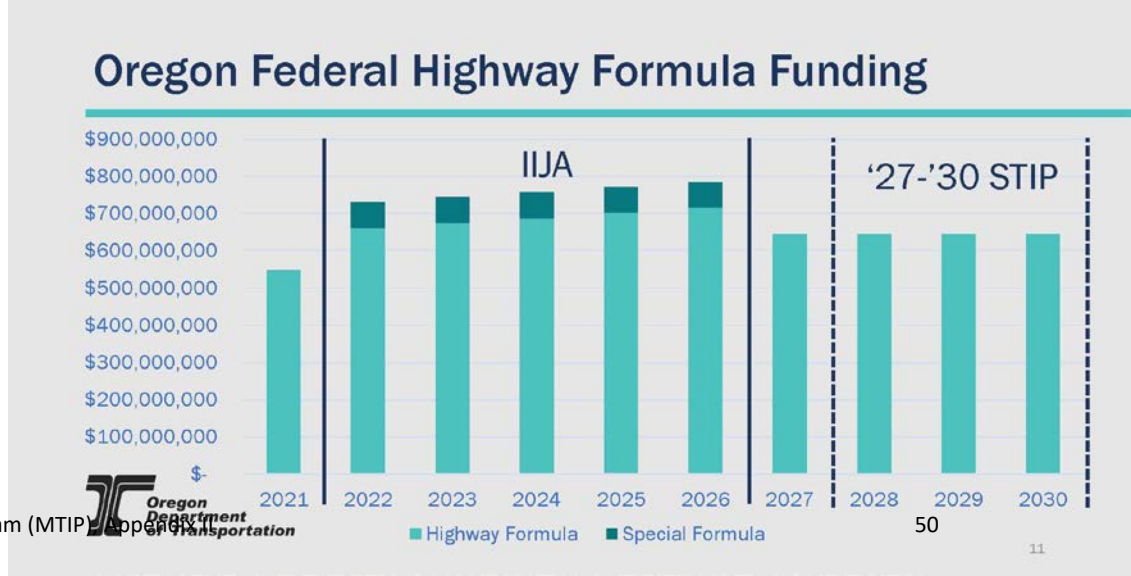




MTIP & STIP Process Elements

- Revenue forecast
- Define allocation programs and distribution of revenues
- Funding program allocation processes
- Documentation, programming
- Amendments to programming





27-30 STIP Development Process – Revenue Forecast & Allocation to Programs

2024 – 2027 STIP Program Funding Categories

FIX-IT Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.
SAFETY Projects focused on reducing fatal and serious injury crashes on Oregon's roads
ENHANCE HIGHWAY Highway projects that expand or enhance the state highway system
PUBLIC AND ACTIVE TRANSPORTATION Bicycle, pedestrian, public transportation and transportation options projects & programs
LOCAL GOVERNMENT PROGRAMS Funding to cities, counties, and others for priority projects
ADA CURB RAMPS Construction of curb ramps to make sidewalks accessible for people experiencing a disability
OTHER FUNCTIONS Workforce development, planning, data collection and other programs using federal money

The ‘27-’30 STIP Will Be Limited in Purchasing Power

- Rapidly increasing construction costs
- Federal infrastructure bill expires in 2026
- State Highway Fund revenues are flat
- Transfer of funds to operations and maintenance
- ADA commitment

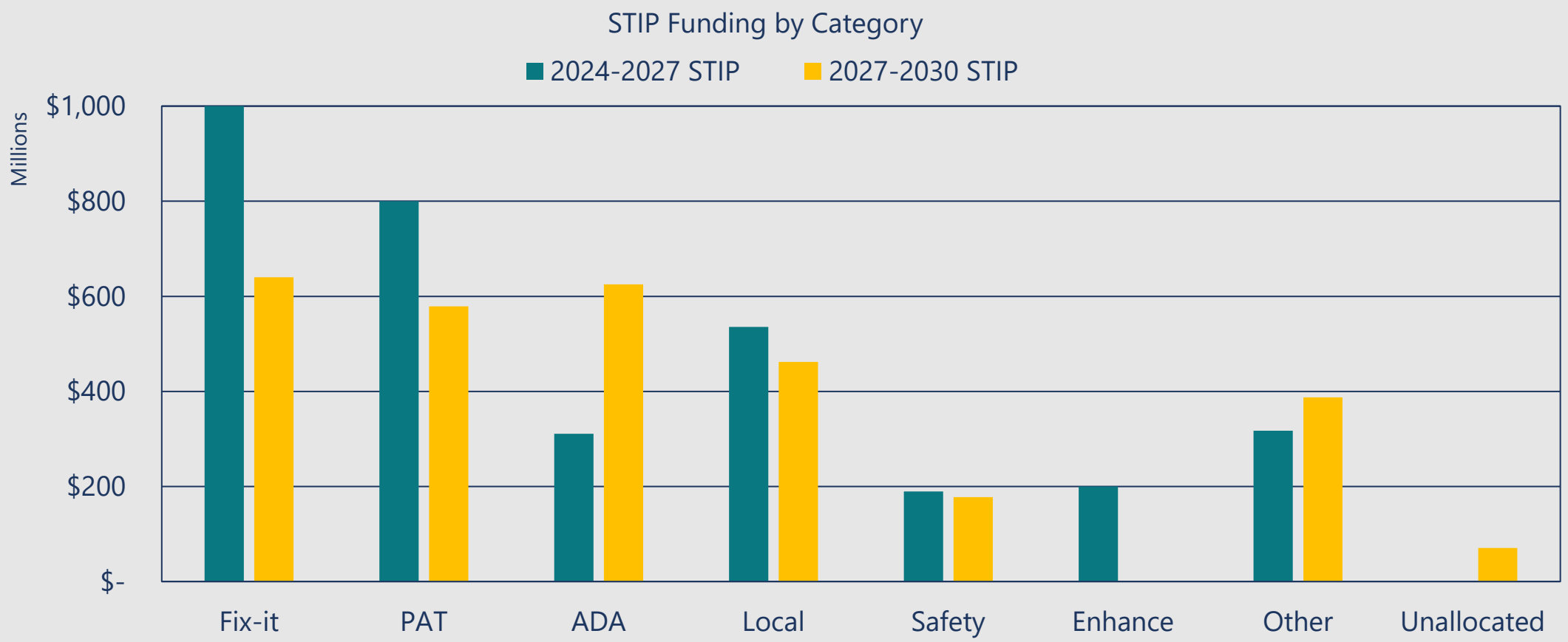


Current Priority System Needs

- Strengthen Operational Safety
- Close gaps in public and active transportation network
- Address ADA needs
- Reduce and mitigate climate impacts
- Maintain existing infrastructure



Required Funding by Category: '24-'27 STIP and '27-'30 Base STIP



Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it / Programs that fix or preserve state transportation system (bridges, pavement, culverts, signals, etc.)	$ 1,024,937,739	$ 1,004,248,351	$ 640,053,025
Public + Action Transportation	$ 750,000,000	$ 800,000,000	$ 578,824,096
ADA Curb Ramp Delivery Program	$ 90,500,000	$ 310,660,686	$ 625,000,000
Local Agency Program	$ 534,583,562	$ 535,732,694	$ 461,898,337
Safety / Programs that use crash data to reduce death + injury on Oregon roads (ARTS)	$ 174,207,738	$ 189,728,305	$ 177,472,200
Enhance / includes HB2017 funded projects	$ 711,580,261	$ 200,000,000	$ -
Other / Programs including Planning, Carbon Reduction Program, PROTECT Program, Workforce Development, 82nd Ave J/T, etc	$ 274,800,989	$ 317,290,521	$ 387,614,693
Unallocated		$ -	$ 70,571,954
Totals	**$ 3,560,610,289**	**$ 3,357,660,557**	**$ 2,941,434,306**

Available Unallocated Funds & OTC Feedback from July

Unallocated Funds:

$70M available through 2030

OTC Feedback

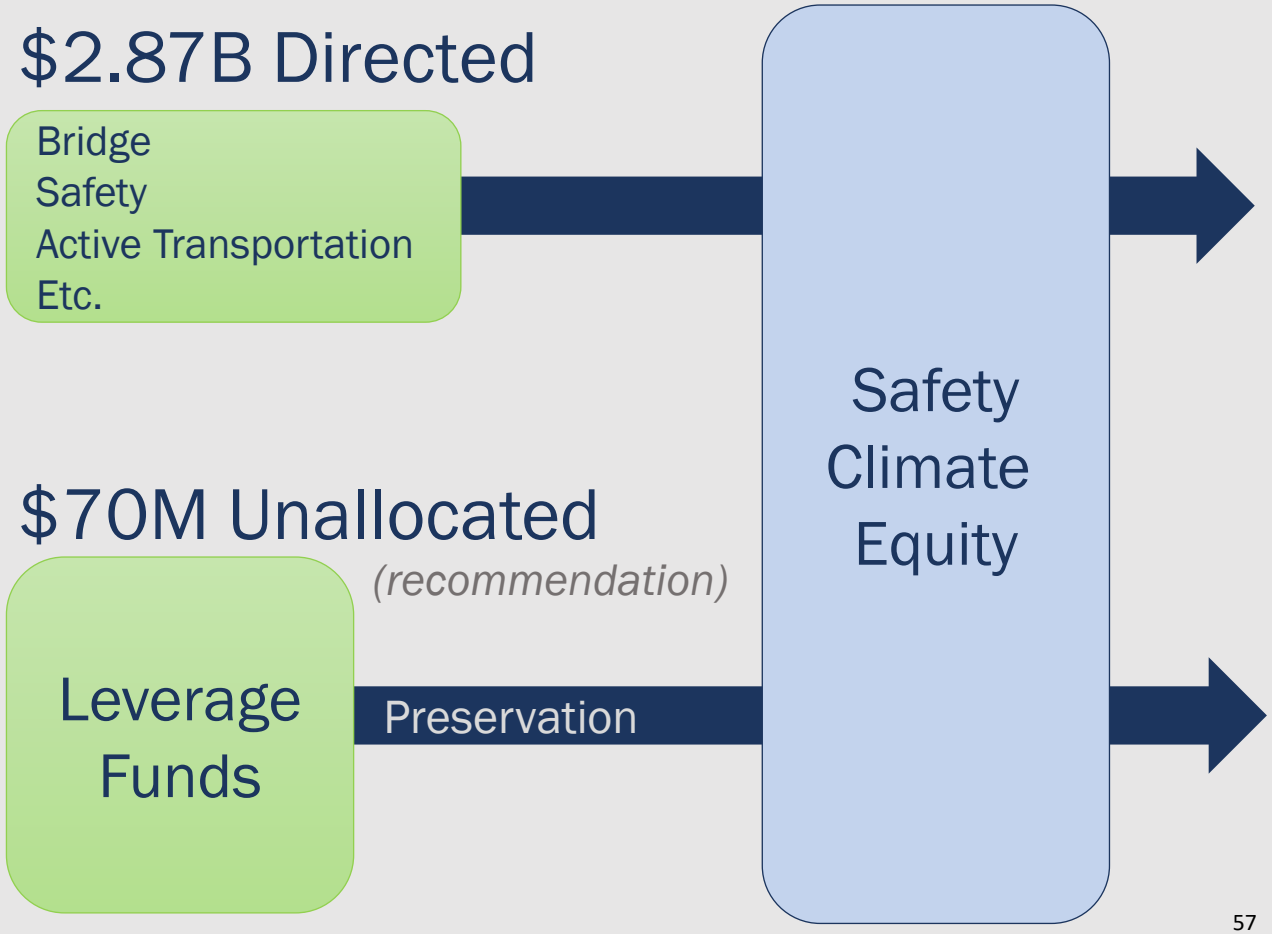
- Focus on safety
- Preserve the system
- Options for funding solutions



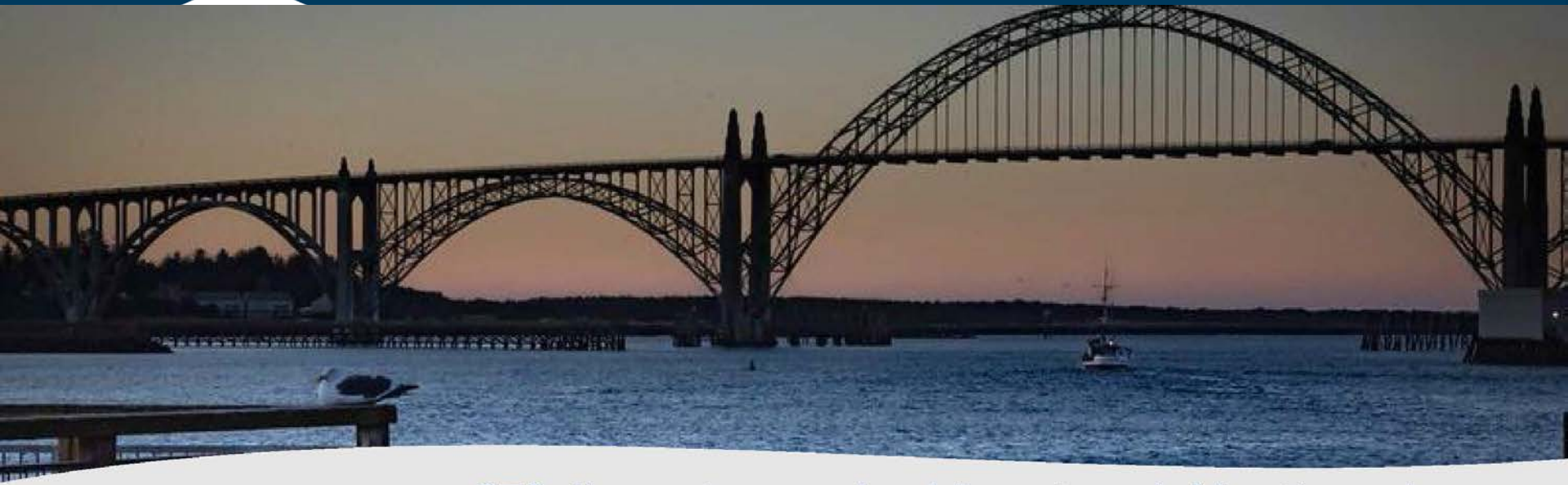
'27-'30 STIP Allocation - $2.94B

OTP Goals

- Mobility
- Sustainability & Climate Action
- Equity
- Safety
- Stewardship of Public Resources
- Economic and Community Vitality



2027-2030 STIP – Next Steps



'27-'30 STIP Timeline

- OTC discussions and public outreach May through November
- OTC approves funding allocation in November
- Project scoping and selection in 2024-2025
- Public comment/OTC approval in 2026

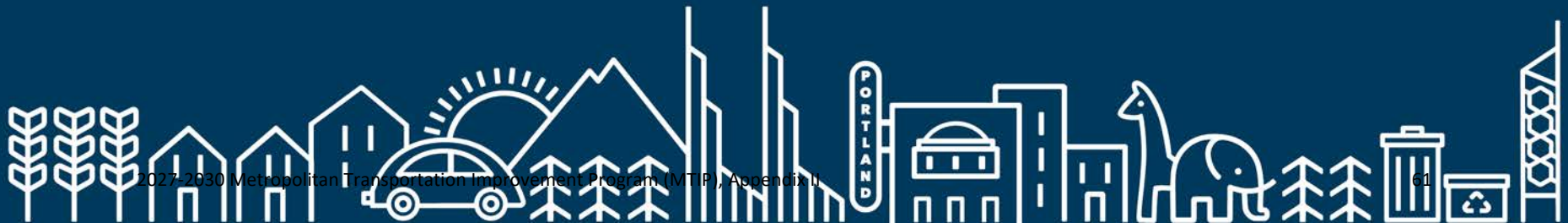
2024-2027 STIP – MPO Comment Letter

- Work with the region to develop a strategy to raise transportation revenues
- Use the OTP as the policy direction to prioritize and select investments
- Engage local stakeholders in the allocation of the $70 million available to projects
- Plan now on how to engage stakeholders and be strategic with potential excess revenues

Discussion:

1. What are TPAC's thoughts on the initial themes to include in a comment letter on the 27-30 STIP?
2. Are there other comment themes for consideration to include in the comment letter?

oregonmetro.gov



2027-2030 STIP Development

Transportation Policy Alternatives Committee

November 8, 2023

Oregon Department of Transportation

Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects On State & Local Roads

Public & Active Transportation Programs & Projects

What is NOT in the STIP

State-Funded Multimodal Grant Programs: STIF/CO	**Maintaining & Operating State Highways**	**State Highway Fund to Cities & Counties**	**Revenue & Administrative Functions**

2024 – 2027 STIP Program Funding Categories

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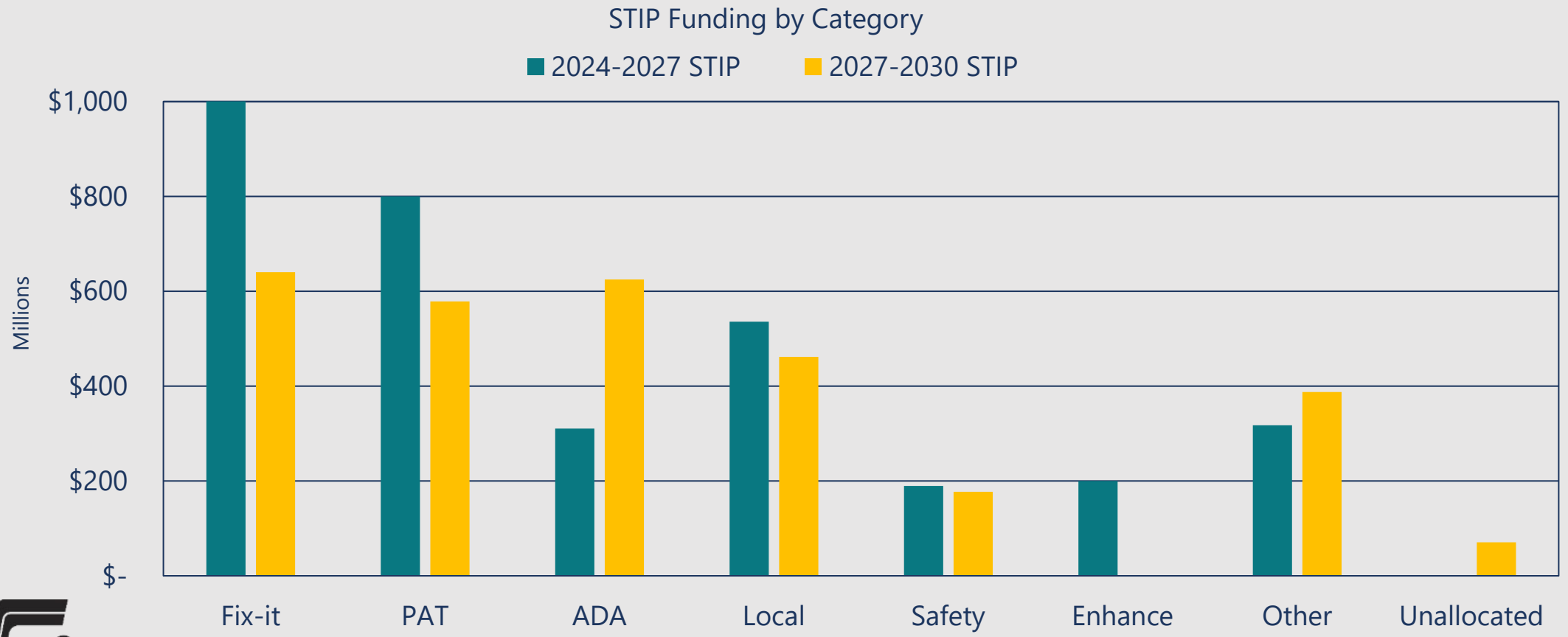
Considerations for allocating funding in 27-30

- Most STIP funding is federally directed to specific categories, or required by the state
- Increased ADA investments are legally required
- Consider priority system needs
- Consider public feedback
- Scale approach to amount of funding



Less Funding Per Category for 27-30 STIP

'24-'27 STIP allocations compared to '27-'30 STIP base minimum



Oregon Department of Transportation

Public Feedback:
Consistent Themes

- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public & Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate & environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

'27-'30 STIP Allocation - $2.94B

OTP Goals

- Mobility
- Sustainability & Climate Action
- Equity
- Safety
- Stewardship of Public Resources
- Economic and Community Vitality

$2.87B Directed

Bridge
Safety
Active Transportation
Etc.

$70M Unallocated *(recommendation)*

Leverage Funds

Safety
Climate
Equity

Recommendation to OTC for unallocated $70M

- **“Great Streets 2.0”**
- Strategic funding to advance safety, climate and equity outcomes in a corridor or community
- Take a leverage approach to add funds to complementary investments such as ADA updates and ARTS investments





Next Steps for 2027-2030 STIP

- OTC approval of proposed 2027-2030 STIP allocations
- Communication & outreach to interested parties
- Project scoping
- Project selection
- Public comment on Draft STIP
- OTC approval July 2026

Great Streets

November 8, 2023 UPDATE



BACKGROUND

- OTC allocated $50M IIJA funding to create Great Streets Program
  - $35M will be allocated based on the Project Review Team's recommendation
- Improve safety and multimodal accessibility needs on ODOT highways in incorporated areas that serve as main streets in urban and rural areas
- Provide single source of funding to comprehensively address corridor needs



ELIGIBILITY

- **Safety**
  - What are the safety risk factors that will be mitigated?
- **Multimodal Access**
  - How will improvements improve access to the local network?

- ODOT-owned State Highways
  - ODOT Regions will submit projects with input from ACTs and local jurisdictions
- Projects must be part of an adopted plan to be considered

PROJECT SELECTION & EVALUATION

- Safety (50 pts, 30:20 split)
- Multimodal Connectivity (50 pts,50:0)

- Equity (25 pts, 15:10 split)
- Climate Mitigation (25 pts, 15:10 split)
- Local Support and Engagement (20 pts, 15:5 split)

- Leverage Opportunities (10 pts)
- Project Readiness (10 pts)
- State of Good Repair Status (10 pts)

("Split" = data criteria / engineering review : Project Review Team evaluation)

FINAL PROJECT LIST

Project	Region
US 30 BYP / Lombard (Portland)	1
US 101 / Pacific Way (Gearhart)	2
OR 422 & OR 422S Spur (Chiloquin)	4
OR 207 / SW 11th Street (Hermiston)	5

US 30 BYP / LOMBARD (PORTLAND)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
42.19	43.13	18.75	14.38	14.03	3.06	3.75	5.00

- MP 4.92 to MP 4.65 (0.27 miles)
- $15,829,335

Oregon Department of Transportation

US 30 BYP / LOMBARD (PORTLAND)







Oregon Department of Transportation

OR 422 & OR 422S SPUR (CHILOQUIN)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
32.19	41.25	24.69	20.31	15.63	5.31	4.69	6.88

- MP 5.29 to MP 4.14 & MP 4.58 to MP 4.39 (1.34 miles)
- $15,737,700

Oregon Department of Transportation

OR 422 & OR 422S SPUR (CHILOQUIN)



Oregon Department of Transportation

OR 207 / SW 11TH STREET (HERMISTON)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
43.13	43.75	23.72	13.75	15.28	4.38	5.31	4.38

- MP 9.1 to MP 8.19 & MP 8.26 to 8.68 (.95 miles)
- $11,021,000

Oregon Department of Transportation

OR 207 / SW 11TH STREET (HERMISTON)









US 101 / PACIFIC WAY (GEARHART)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
44.38	39.39	16.88	12.19	14.88	6.06	3.44	8.75

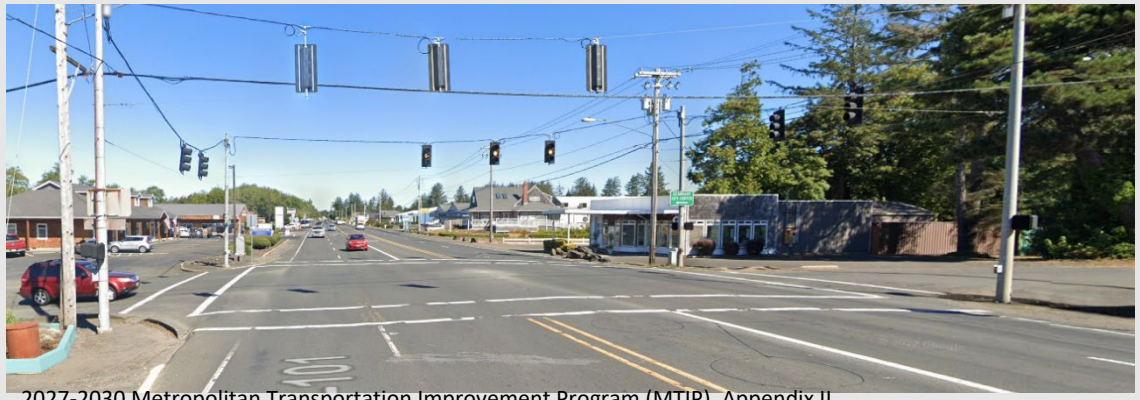
- MP 19 to MP 17.3 (1.7 miles)
- $12,395,508

Oregon Department of Transportation

US 101 / PACIFIC WAY (GEARHART)









NEXT STEPS

- Reaching back to partners about the program and process
- Summarizing lessons learned and takeaways from the proof-of-concept approach
- Program project for amendment into the 2024-27 STIP
- Regions pursuing agreements with local partners

Oregon Department of Transportation

QUESTIONS?

Robin Wilcox, Great Streets Program Manager

Robin.a.wilcox@odot.oregon.gov

971-701-5920

Great Streets Webpage: https://www.oregon.gov/odot/RPTD/Pages/Great-Streets-Program.aspx

Oregon Department of Transportation

Oregon Department of Transportation

ODOT FUNDING UPDATES

Presentation to TPAC

February 14, 2024

CONNECT OREGON





- Current competitive grant opportunity is open now until Feb. 29
- Established by the 2005 state legislature to invest in non-highway modes of transportation
- About $46 million is available for eligible aviation, marine and rail transportation projects
- Considerations include reduced transportation costs or improved access to jobs/labor, economic benefits to Oregon, critical linkage and readiness

SAFE ROUTES TO SCHOOLS

- Applications will be accepted February 12 through March 25
- This program helps communities better address barriers to students walking and rolling to school
- Two grant types – education ($2m) and construction ($26m)



- Construction programs focus on investments in crossings, sidewalks and bike lanes, flashing beacons, etc.

OREGON COMMUNITY PATHS



- Helps communities create and maintain connections through multiuse paths
- Invests in facilities that are not primarily on or along a roadway
- Eligible applicants include cities, counties, Tribes, school districts, and non-profits that meet certain criteria
- ODOT will publish solicitation and guidance materials in the coming months on the OCP website
- Pre-applications will be in August and September, OTC approval will ultimately be in May 2025

2027-30 STIP and Great Streets 2.0

Statewide Transportation Improvement Program (STIP)

What is the STIP?

Capital Program Funds

- Federal (FHWA & FTA) & State Funds
- Construction Projects on State & Local Roads
- Public & Active Transportation Programs & Projects

What is NOT in the STIP?

- Maintaining & Operating State Highways
- State Highway Fund to Cities & Counties
- Revenue & Administrative Functions
- State-Funded Multimodal Grant Programs: STIF/CO



STIP Funding Categories

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
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ADA CURB RAMP DELIVERY PROGRAM Curb ramp construction for accessible sidewalks
OTHER FUNCTIONS Workforce development, planning, data collection and other programs using federal money
UNALLOCATED / FLEXIBLE Discretionary funds approved by the OTC

Public Feedback to Inform Allocation



- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public and Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate and environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

OTC Allocation

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It finding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize $70M in unallocated funds

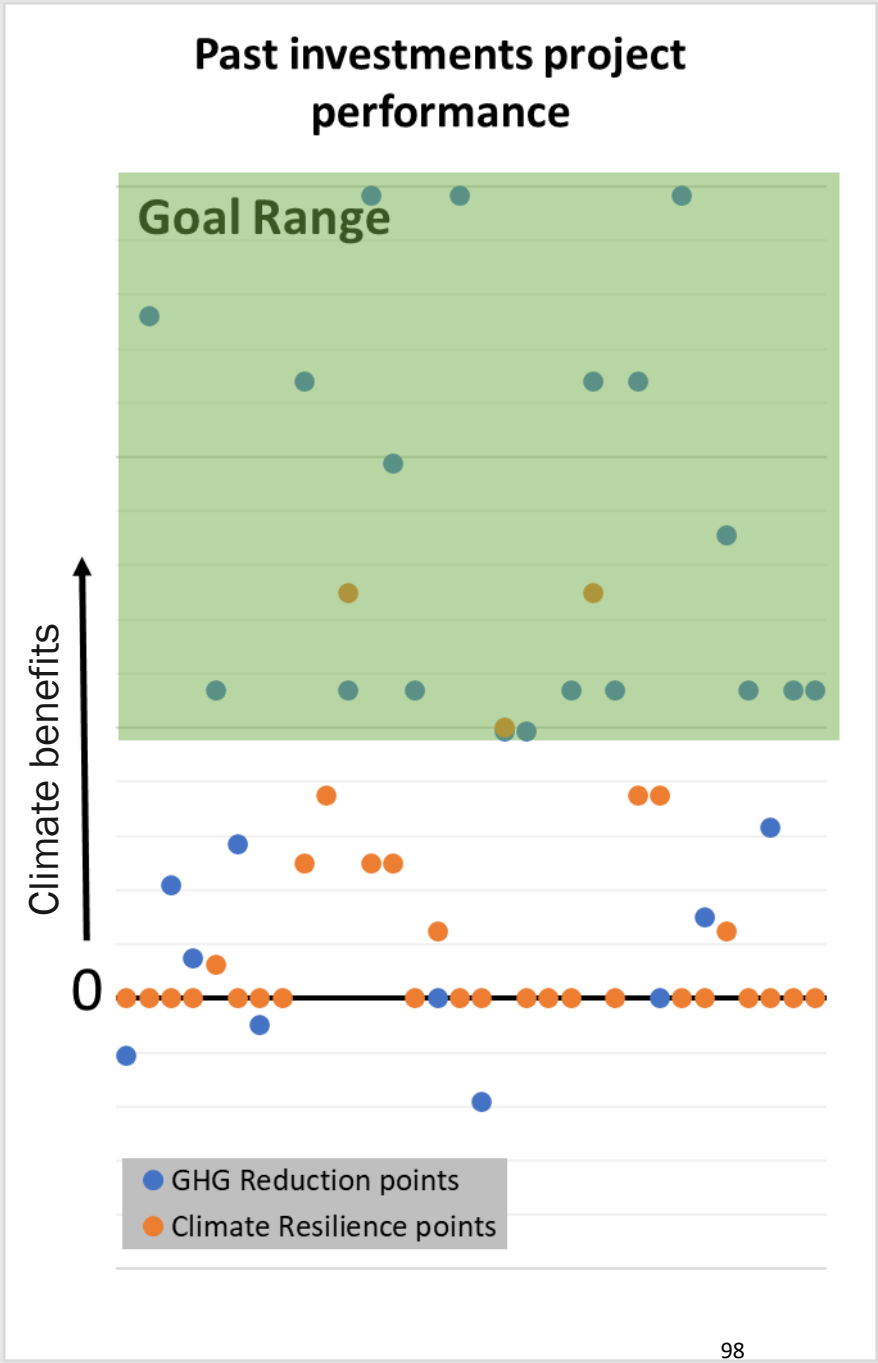
Projected Outcomes of 27-30 Funds

- **Only** paving interstates in this timeframe
- More bridges will be load rated
- Unable to address remaining bike/walk gaps
- Significant reduction in asset maintenance and preservation across all modes
- Reactive vs proactive investments



27-30 STIP: Work to Further Key Outcomes

- Ensuring climate, safety and equity lenses are applied
  - Creating processes and measuring to assure accountability to these outcomes
    - Reducing GHG emissions
    - Using cleaner materials and fuels in construction
    - Addressing the most unsafe locations
    - Supporting access to low cost transportation options, jobs, and services



Unallocated: $70M for "Great Streets 2.0"

Strategic funding to advance safety, climate and equity outcomes in a corridor or community

- **Builds** from past programs like STIP Leverage and evolves Great Streets to maximize dollars and support communities and holistic needs.
- **Opportunity** for complementary investments and save on overall costs
  - ADA updates
  - ARTS investments



Great Streets 2.0 Program Principles

- Identify where top priorities overlap across different program areas
- Advance safety, equity and/or climate outcomes
- Identify investment opportunities in urban and rural areas
- Recognize funding is limited and final projects selected may not cover all areas
- Leverage investments by addressing multiple needs at once, leading to efficiency and cost savings

Oregon Department of Transportation



For example, while adding a curb ramp, may:

- Add an enhanced pedestrian crossing
- Restripe for safety or bikeways
- Fill in missing sidewalks

Investment Considerations

Eligibility

- Is an identified “hot spot” area
- Leverages other dollars

Potential Criteria

- Advances one or more: safety, equity, climate
- Has community support
- Meets project readiness threshold
- Is within cost limits
- Other potential project benefits

Next Steps



Hot spot mapping

Overlay multiple management systems to identify top priorities



Review and refine

Review ‘hottest’ locations to ensure correct sites were identified and iterate as needed



Narrow projects

Review hot spot opportunities with partners; apply criteria for GS 2.0 and reduce project list



Scope & select

Conduct desk and field scoping to refine criteria scores; prioritize; and select

Draft 2027-2030 STIP

Transportation Policy Alternatives Committee

February 6, 2026

Oregon Department of Transportation

Statewide Transportation Improvement Program (STIP)

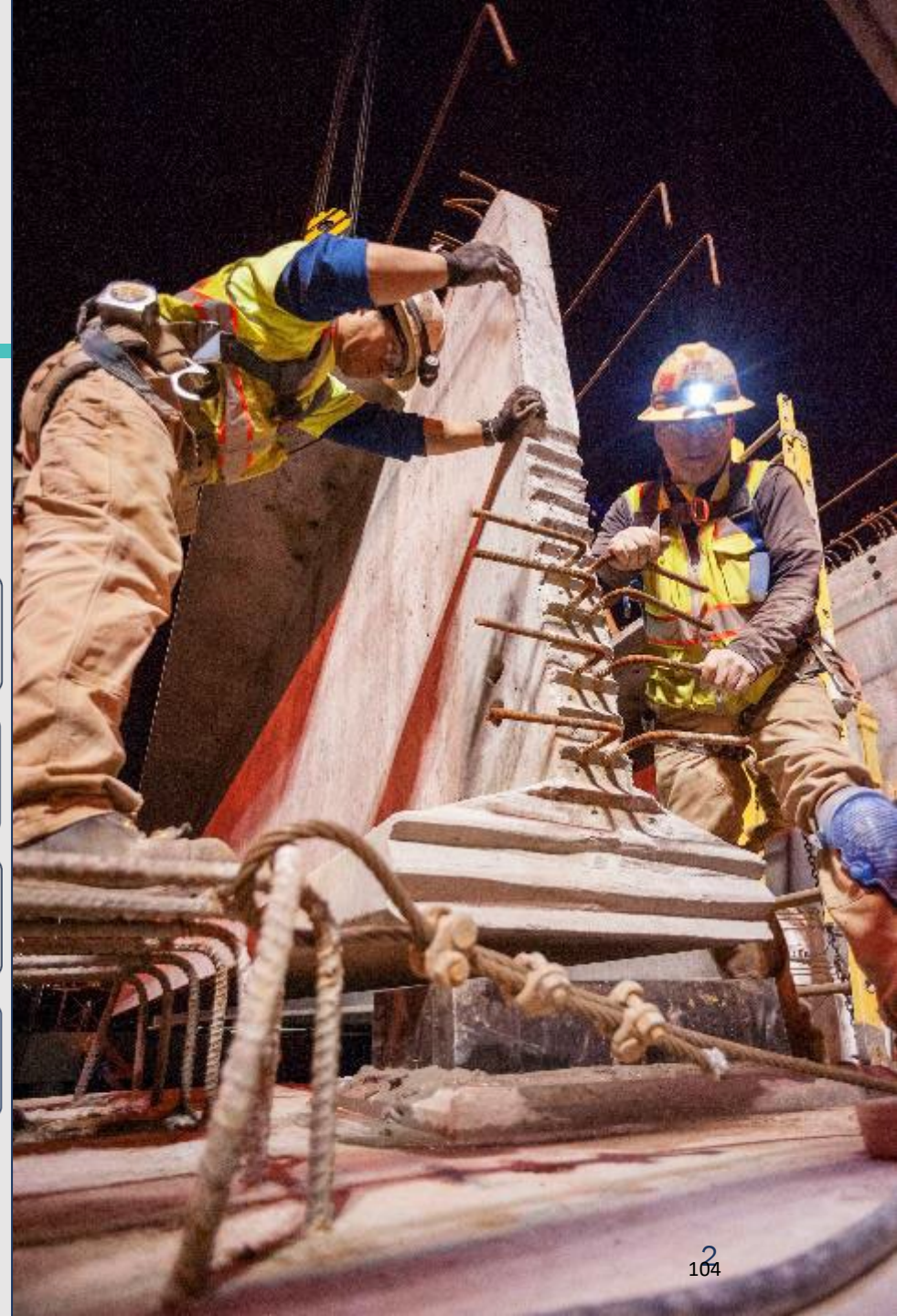
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Capital Program Funds

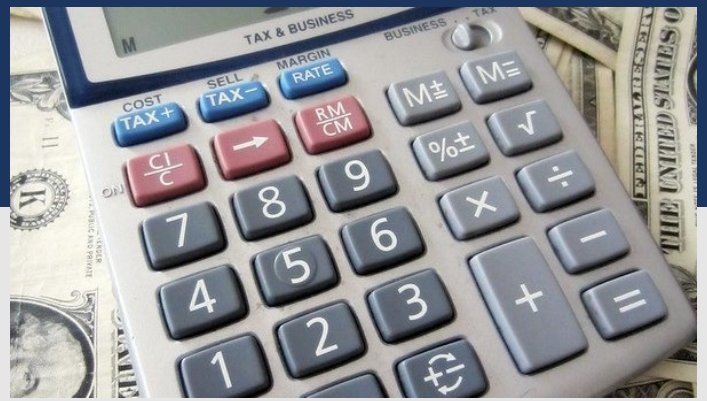
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- Maintaining & Operating State Highways
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- Revenue & Administrative Functions
- State-Funded Multimodal Grant Programs: STIF/CO



Three Phases of ‘27-’30 STIP Development



Funding Allocation

2023



Project Selection

2024-2025



Public Review & OTC Approval

2026

STIP Funding Categories

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Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address gaps in the pedestrian/bicycling network
- Significant reduction in asset maintenance and preservation across all modes



Project Selection

- Project concepts come from management systems and data (particularly for Fix-It and Safety), past commitments, plans and studies, community interest, etc.
- In selecting projects, we consider system performance impacts and stakeholder input



Plans and Studies

ODOT has many plans and studies that identify specific investments

- Road safety audits
- Corridor investment strategies
- ATM Atlas
- CBOS – corridor bottleneck operations study
- Active Transportation Needs Inventory
- Facility plans, such as I-5 Wilsonville
- Other focused plans such as
  - Historic Columbia River Highway Master Plan
  - Mt. Hood Multimodal Transportation Plan, etc.

ODOT also references locally adopted plans for guidance on investments

- Regional Transportation Plan
- TSPs
- Other plans, such as Parkrose Community Plan

Great Streets 2.0 – $70 million fund

- Address multiple needs within a single project to create more complete streets
- Improve key outcomes including safety, equity, climate and more
- Focus on state highways that operate as main streets and other state highway corridors where priority multimodal transportation needs intersect
- Must leverage other funds – ARTS or ADA

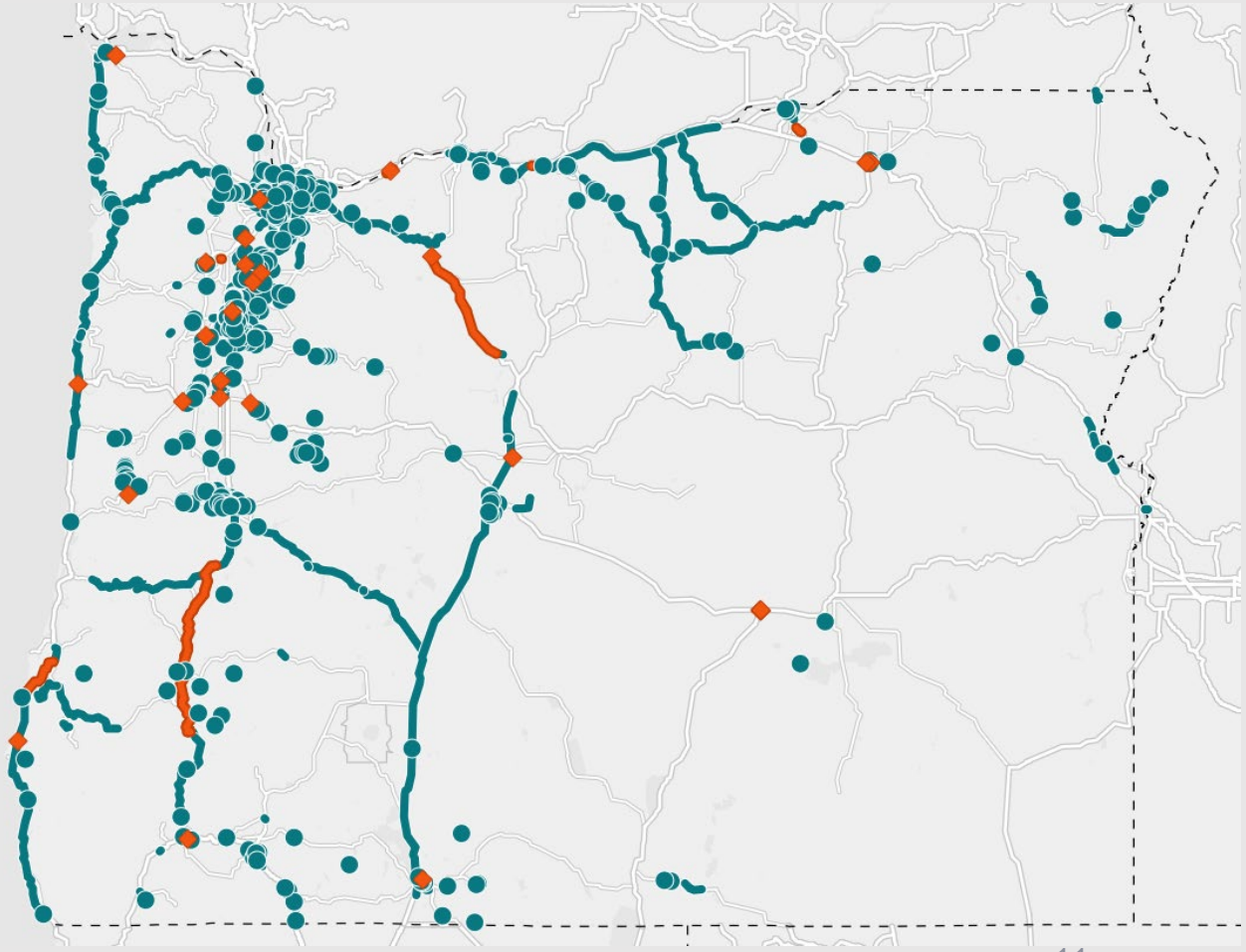


Changes in Programming the STIP: Transition towards the CIP

- ODOT is developing a Capital Investment Plan (CIP), showing the projects ODOT intends to move forward on the state system over a 10-year period
- First CIP will cover years 2027-2037, with the 2027-2030 STIP being the first four years
- In the future, all ODOT projects in the STIP will come from the CIP
- The CIP will be updated annually, adding a year
- The STIP will move to annual updates, shortening the time between programming and spending
- Only when projects meet certain readiness thresholds, will funding be programmed in the STIP

2027-2030 STIP Overview

- Programming only 2027 phases
- Not programming PE, RW, UR and CN phases all at once
- Each year, ODOT will share which projects will be added prior to adding them to the STIP
- 76 new projects across Oregon identified for 2027
- 24 additional to be programmed in 2028-2030



2027 Draft STIP for Metro MPA

6 new ODOT projects in total, programmed for design funding only

- 2 ARTS (safety) projects - $2.75 M
- 2 Great Streets projects - $7.68 M
- 2 Operations projects - $2.61 M
- No paving or culverts projects in R1 (one bridge project in Hood River)

Plus 13 new local agency projects awarded design $ by ODOT

- 6 local ARTS (safety) projects - $4.06 M
- 6 Oregon Community Paths projects - $6.45 M
- 1 local bridge project - $3.67 M

ARTS – ODOT and Local

Project	Design Funds
US26: SE 267th Ave, SE Stone Rd and SE Haley Rd	$ 840,000
OR8 and OR10 lighting, signage and signal replacements	$ 1,910,000
Washington County Rumble Strips (Washington Co)	$ 340,000
Systemic Signal Upgrades (Portland)	$ 920,000
E Burnside St: SE 17th Ave to SE 26th Ave (Portland)	$ 360,000
N Columbia Blvd at N Vancouver Ave (Portland)	$ 660,000
OR8: (Canyon Rd) at OR217 Ramps (Beaverton)	$ 910,000
Enhanced Pedestrian Crossings (Gresham)	$ 870,000

Great Streets 2.0

Project	Design Funds
OR99E: (SE McLoughlin Blvd) SE River Rd - W Arlington St	$ 4,040,000
OR8: (Tualatin Valley Hwy) East Ln - SW 170th Ave	$ 3,640,000

Region 1 Operations

Project	Design Funds
US30B: NE Sandy Blvd at NE 162nd Ave	$ 1,380,000
I-5: SE Main St - S Abernethy St ITS Upgrade	$ 1,230,000

Oregon Community Path (OCP) Projects

Project	Design Funds
Kelley Creek Trail (Gresham)	$ 570,043
Red Rock Creek Trail OR217 Bridge (Tigard)	$ 699,989
Columbia Levee Connector (The Street Trust)	$ 775,995
Troutdale Road Multi-Use Path: Gresham to Troutdale (Mult Co)	$ 594,004
The Gateway Connector: Gateway – NE 102nd Ave (TriMet)	$ 1,990,000
Boeckman Creek Regional Trail Boardwalk (Wilsonville)	$ 1,820,000

Local Bridge Projects

Project	Design Funds
Willamette River Broadway Bridge NW Ramp (Mult Co)	$ 3,670,000

Washington County

Improve pedestrian safety in east Cornelius

- install a crosswalk with median refuge islands and rapid flashing lights (RRFB)
- build section of sidewalk infill

Investments identified by road safety audit

Incorporates ARTS project that is adding another RRFB in Hillsboro and leading pedestrian intervals

Will improve safe access to transit stops in support of TriMet enhanced bus project



Clackamas County

Improve pedestrian safety in east Cornelius

- install 4 new RRFBs with median islands, ADA curb ramps and illumination
- build section of sidewalk infill

Investments identified by corridor investment strategy

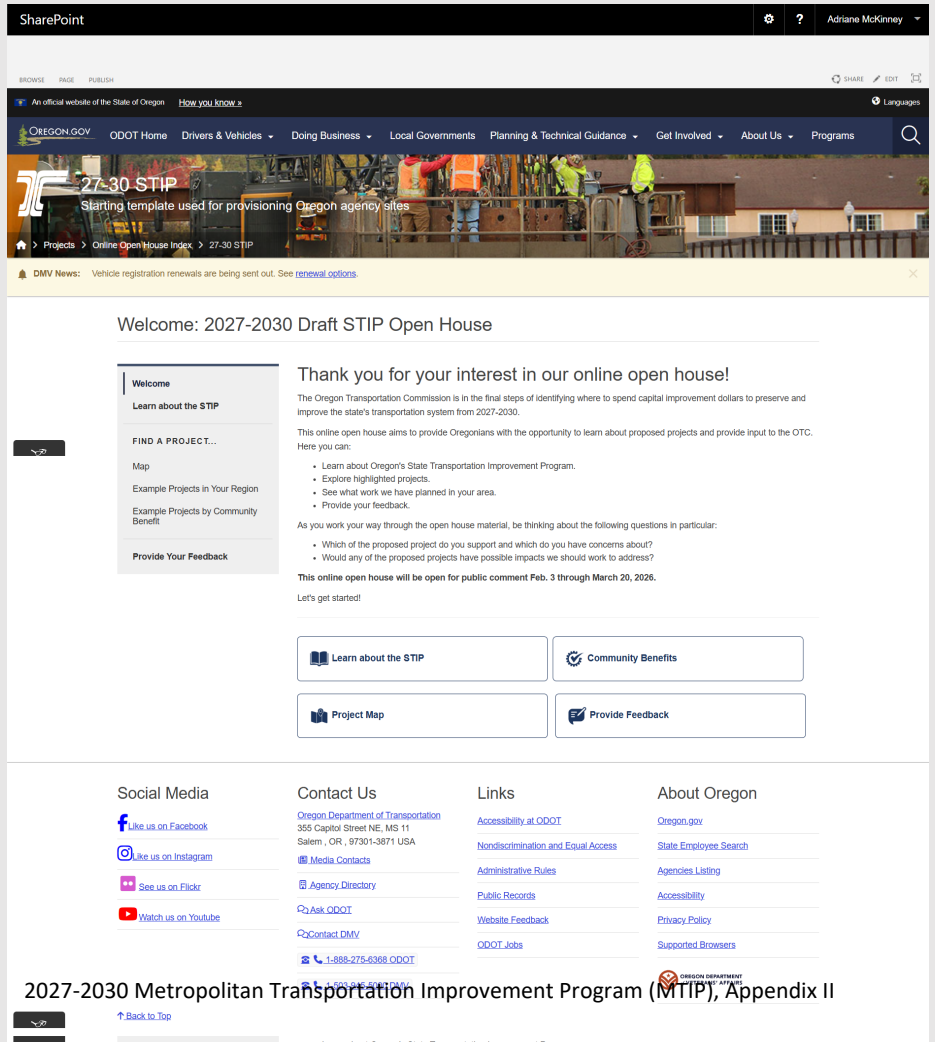
Incorporates ARTS project that is improving traffic signal visibility and illumination

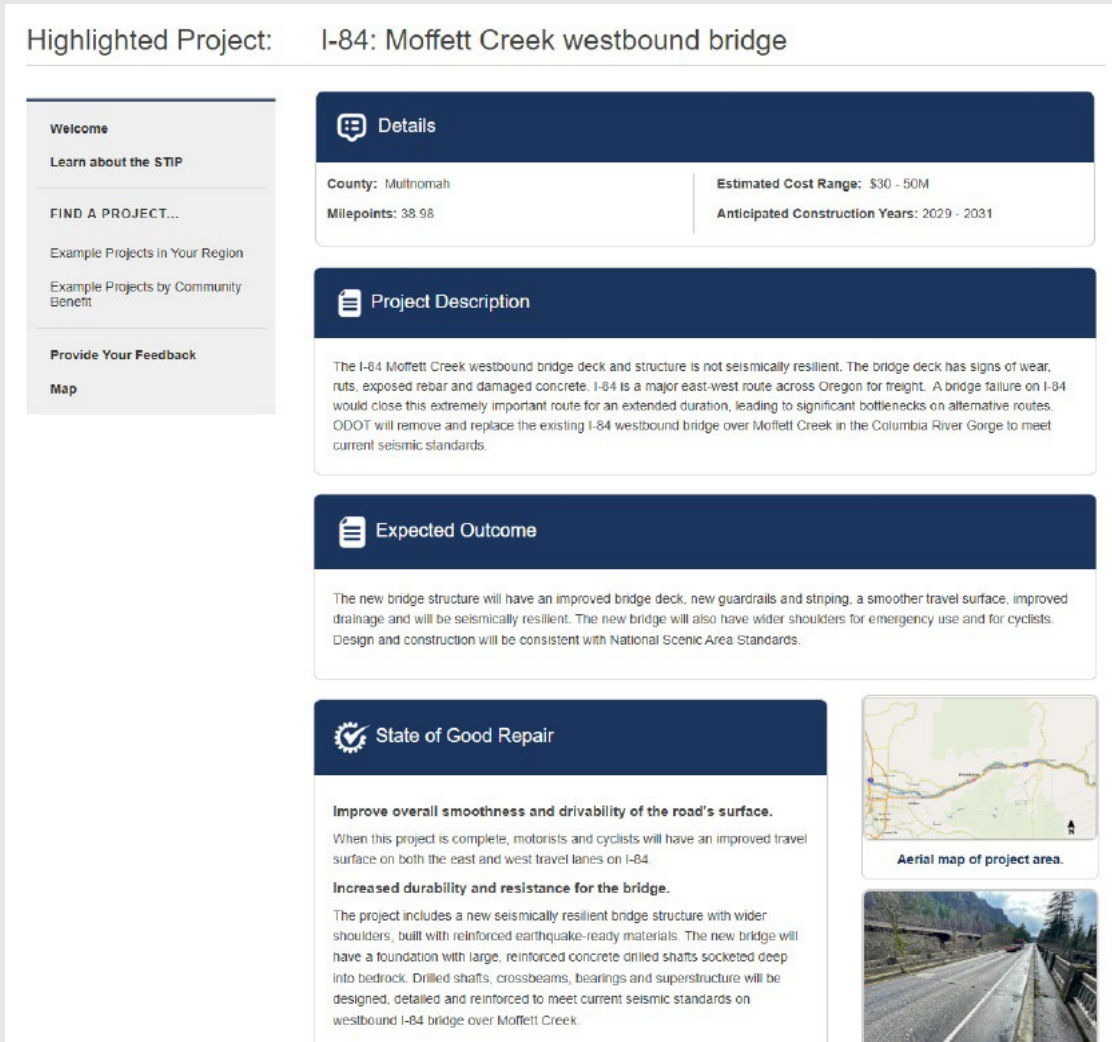
Will improve access to transit stops and essential destinations, and create continuous sidewalk along OR99E from Park Ave to River/Arlington



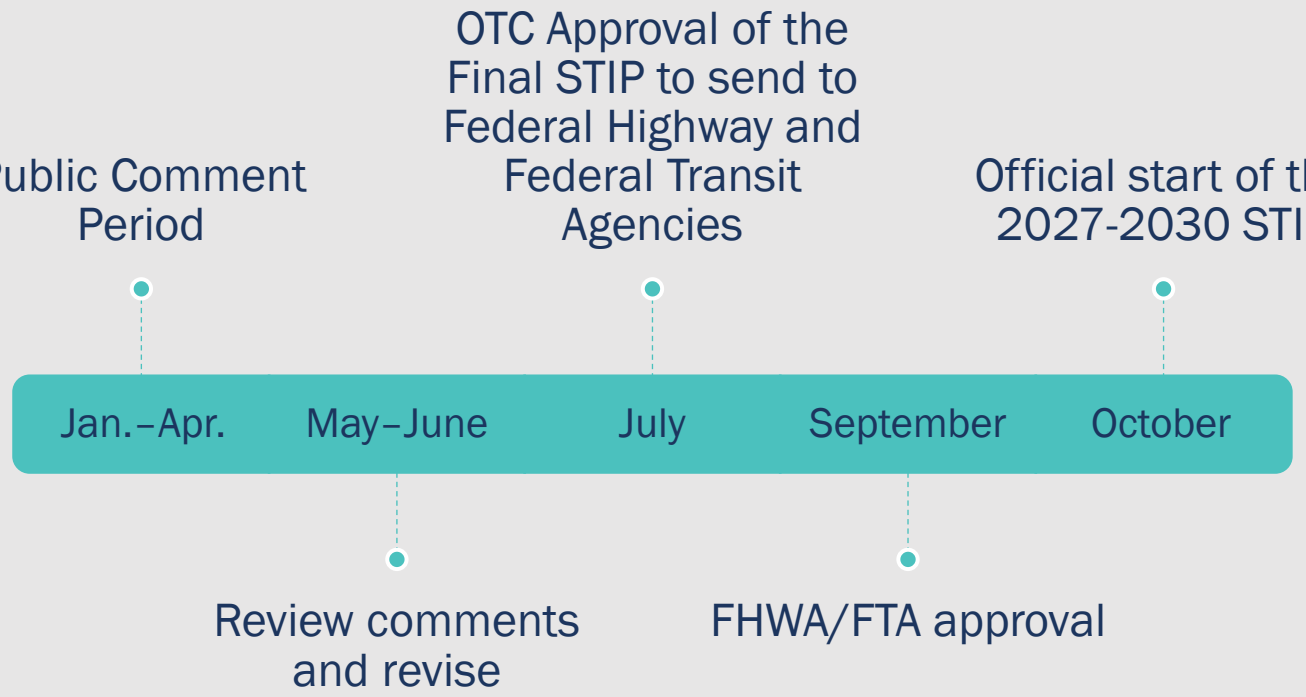


Online Open House – Open Feb. 3 – March 20





Next Steps


Public Comment Period
OTC Approval of the Final STIP to send to Federal Highway and Federal Transit Agencies
Official start of the 2027-2030 STIP
Jan.–Apr.
May–June
July
September
October
Review comments and revise
FHWA/FTA approval



Public Comment

- Comment period: January 22 – March 31, 2026
- Visit the Online Open House to share comments: February 3 – March 20

  Go to www.oregon.gov/odot/STIP for details

  Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon
- In-person public comment sessions (list will be on website)
- Send e-mail to ODOT.STIP@odot.oregon.gov



DATE: August 31, 2023

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item L** – 2027-2030 Statewide Transportation Improvement Program Scenarios

Requested Action:
Consider how funding should be allocated in the 2027-2030 Statewide Transportation Improvement Program (STIP).

Overview:
The STIP identifies how federal dollars are to be spent, and development work starts several years in advance to enable project scoping and selection timelines, as well as to seek public comments. At the July OTC meeting, the Commission approved the 2024-2027 STIP. Focusing now on the 2027-2030 STIP, the Commission will need to determine how funding, not directed towards specific uses, is allocated. Compared to previous STIP cycles, the non-directed funding for the 2027-2030 STIP is extremely limited. This is due to bond repayments and Americans with Disabilities Act (ADA) commitments. With such limited funds, staff does not recommend development of broad-based scenarios for consideration but rather will present one or more investment options.

Background:
At the May 2023 OTC meeting, staff presented the development process and timeline for the 2027-2030 STIP. The overall funding outlook for the next STIP is bleak, with reductions in all categories, and substantially less funding for Fix-It programs. There are many contributing factors to overall reductions in funding such as:

- To address ODOT's operations and maintenance (O&M shortfall), ODOT and the OTC have transferred some federal and state funds that would have gone into STIP to O&M. This includes shifting required non-federal match to HB 2017 funds wherever possible, using federal funds to cover some O&M costs, and shifting Major Bridge, Interstate and Culvert Maintenance programs to HB 2017 funds.

- The Infrastructure Investment and Jobs Act (IIJA) expires in 2026. At that point, one-time funds for bridges and EV charging will expire, and there is significant risk that federal funding will fall below current levels. This has happened in the past after expiration of

federal surface transportation authorization, including in 2010 after expiration of SAFETEA-LU.

- Under the ADA program funding plan approved by the Commission in September 2022, completing ADA curb ramp projects will require a significant amount of funding.

- The State Highway Fund is expected to begin declining during the next STIP, so the amount of HB 2017 funds going into the STIP will fall.

Less funding means the Agency will be further challenged to meet the needs across the multimodal transportation system. This was described in detail at the July 2023 OTC meeting, where staff shared existing system conditions and needs. The information shared at that meeting showed ODOT in a state of disinvestment, with inability to pave more than interstates in just a few years, more load limited bridges, and critical gaps in walkways and bikeways remaining.

With less overall funding in the STIP, this picture is the reality for Oregon. The 2027-2030 STIP includes one of the lowest amounts of flexible funding ever, and thus will provide little relief. However, the Commission can signal commitments towards key outcomes with the amount available. In addition, changes can be made to existing funding programs to better align with the goals in the recently adopted Oregon Transportation Plan such as climate and equity. ODOT has enlisted consultant support to identify programmatic changes that support more climate-friendly and equitable investments within safety programs, across multimodal investments, and in fixing and maintaining the transportation system. Staff will share more details at the September OTC meeting.

At the September OTC meeting, staff is seeking feedback on how to invest the STIP unallocated funds. Staff will share that direction with the public and partners and engage in discussions. A final decision on the 2027-2030 STIP allocation is desired from the OTC at their November 2023 meeting. In early 2024 project scoping and selection will commence for about two years, wrapping up with public comment and OTC approval by mid-2026.

2027-2030 STIP: Recommended Options for Funding Allocations

September 14, 2023

Amanda Pietz, Policy, Data & Analysis Division Administrator

Mac Lynde, Delivery & Operations Division Administrator

Oregon Department of Transportation



2027-2030 STIP Timeline Review

- OTC started conversation in May
- Public outreach/OTC conversations in July through November
- OTC approves funding allocation in November
- Project scoping 2024-2025
- Public comment/OTC approval in 2026



What are we bringing back in November?

- Staff recommendations
- Decision by OTC on 2027-2030 STIP Funding Allocation

Challenging Reality of ‘27-’30 STIP

- Transfer of funds to operations and maintenance
- IIJA expiration and federal funding risk
- ADA program costs
- Flatlined State Highway Fund revenues
- Sharp increase in construction costs

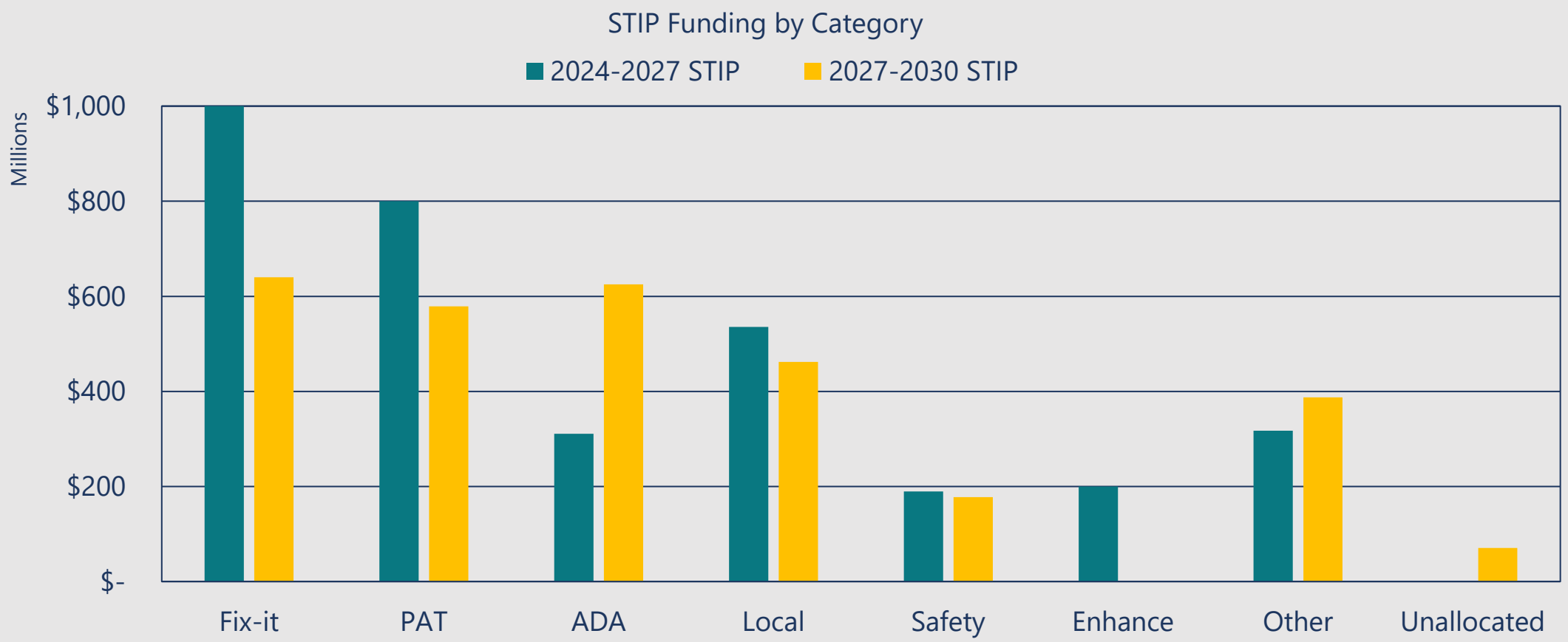


Current Priority System Needs

- Strengthen Operational Safety
- Close gaps in public and active transportation network
- Address ADA needs
- Reduce and mitigate climate impacts
- Maintain existing infrastructure



Required Funding by Category: '24-'27 STIP and '27-'30 Base STIP



Available Unallocated Funds & OTC Feedback from July

Unallocated Funds:

$70M available through 2030

OTC Feedback

- Focus on safety
- Preserve the system
- Options for funding solutions



'27-'30 STIP Allocation - $2.94B

OTP Goals

- Mobility
- Sustainability & Climate Action
- Equity
- Safety
- Stewardship of Public Resources
- Economic and Community Vitality

$2.24B Directed

Bridge
Safety
Active Transportation
Etc.

$70M Unallocated

(recommendation)

Leverage Funds

Preservation

Safety
Climate
Equity



DATE: October 26, 2023

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item M** – 2027-2030 Statewide Transportation Improvement Program

Requested Action:
Approve the recommended allocation of funding for the 2027-2030 Statewide Transportation Improvement Program (STIP).

Background:
At the May, July, and September 2023 Oregon Transportation Commission meetings, Commission members received information about the 2027-2030 STIP, including an overview of available funding and proposals around how to spend unallocated amounts. As has been noted through those discussions, the 2027-2030 STIP provides less funding than previous cycles. In 2026 the federal Infrastructure Investment and Jobs Act (IIJA) expires, potentially ending new funding programs and reducing current funding levels. At the same time, what remains must help to cover operations and maintenance shortfalls, Americans with Disabilities Act (ADA) requirements, and bond repayments.

As was described at the July OTC meeting, this means that ODOT is in a state of disinvestment, with inability to pave more than interstates in just a few years, more load limited bridges, and critical gaps in walkways and bikeways remaining. Funding shortfalls in the State Highway Fund further compound these issues, especially with severely limited operations and maintenance dollars.

At the September OTC, staff shared a proposal on how limited unallocated funds could be spent. Historically, unallocated proposals have taken the form of three or more scenarios showing how funding could be added to categories like Fix-It, Public and Active Transportation, Safety, and Enhance. However, with a tenth of past funding amounts, staff advised against spreading limited dollars across categories. Instead, principles were proposed such as maximizing dollars and advancing outcomes of the recently adopted Oregon Transportation Plan. In accordance, the preferred option recommended by staff and generally supported by the Commission was to bucket these funds to be leveraged with other investments for cost saving opportunities and to maximize key outcomes like safety.

Proposed 2027-2030 STIP Allocations:

Of the total $2,941,434,306 in the 2027-2030 STIP, the vast majority of funds ($2,870,862,352) are directed to dedicated programs according to rules and regulations. Funding levels for these programs are set to required minimums, which in the case of Fix-It, for example, is a 40 percent reduction from the 2024-2027 STIP. Limited funding has been reserved for discretionary programs like Transportation Options and Elderly and Disabled, while historic programs like Mass Transit and Enhance have been zeroed out in order to maximize the amount of unallocated funds. A full breakdown of allocations is shown in Attachment 01.

What remains of unallocated funds ($70,571,951) is nearly ten times less than those available in the last STIP cycle (2024-2027) and IIJA. With federal dollars, the Fix-It program garners much support from the Commission and the public. Yet, given the unit cost of Fix-It items such as interstate paving, that $70 million would be consumed relatively quickly. Instead, those limited dollars could be stretched further to take advantage of mobilization and other costs when paired or leveraged with other planned investments. Consistent with the staff proposal to the OTC in July, it is recommended that these funds be directed in a way to support key outcomes adopted by the Commission. Outcomes highlighted as the primary lenses in the Oregon Transportation Plan – safety, equity, and climate – are also consistent with public feedback voicing support for investing more in public and active transportation, safety for all modes, and supporting environmental outcomes.

With this in mind, ODOT is aiming to take a strategic approach to outcomes with an evolution of the *Great Streets Program — Great Streets 2.0*. This next phase of an already established and successful approach will continue to look for project opportunities across the state (with funding from other programs), that can have expanded, and more impactful scopes of work focused on key outcomes and provide the highest benefit to the system and communities. In accordance with the recently adopted Oregon Transportation Plan, *Great Streets 2.0* has identified the top outcomes to include: Safety, followed by equity and climate.

Next Steps

Once the high-level programmatic allocations are determined by the Commission, determinations will be made on suballocation. Then, in early 2024, project scoping and selection will commence for about two years, wrapping up with public comment and OTC approval by mid-2026.

Attachments:

- Attachment 01 – 2028-2030 STIP Funding Development Allocation by Category– Federal Amounts

2028-2030 STIP Funding Development
Federal Amounts

Programs	FHWA Federal Amounts	FTA Federal Amounts	State Amount	HB Amount	2028-2030 Totals	2028-2030 Program Totals
Total Funding Available	**1,801,104,997**	**461,515,976**	**98,013,332**	**585,800,000**	**2,946,434,306**	
Dedicated Programs	1,737,780,783	461,515,976	90,765,593	585,800,000	2,875,862,352	
Flexible Programs	63,324,215	-	7,247,740	-	70,571,954	
Dedicated Programs						
Fix -it						**640,053,025**
HB - Bridge/Seismic	105,000,000	-	-	275,400,000	380,400,000	
HB - Preservation/Culverts	-	-	-	130,400,000	130,400,000	
PROTECT Program - Projects *	47,783,940	-	5,469,086	-	53,253,025	
Fix-it Operations	68,194,800	-	7,805,200	-	76,000,000	
Safety						**177,472,200**
ARTS	138,409,022	-	-	7,689,390	146,098,413	
Rail Crossing	8,156,860	-	906,318	-	9,063,178	
HB - Safety	-	-	-	22,310,610	22,310,610	
Public and Active Transportation						**583,824,096**
Community Paths (TAP)	31,308,120	-	-	-	31,308,120	
Rec Trails	4,500,000	-	-	-	4,500,000	
HB - SRTS	-	-	-	45,000,000	45,000,000	
1% Bike Ped	-	-	25,000,000	-	25,000,000	
SRTS Education	4,000,000	-	-	-	4,000,000	
Transportation Options (TO)	7,500,000	-	-	-	7,500,000	
E&D Transit	5,000,000	-	-	-	5,000,000	
FTA Funding	-	461,515,976	-	-	461,515,976	
ADA						**625,000,000**
Garvee Bond Repayment (ADA)	310,000,000	-	-	-	310,000,000	
ADA Curb Ramps	219,838,500	-	25,161,500	-	245,000,000	
ADA Push Button	62,811,000	-	7,189,000	-	70,000,000	
Local Program						**461,898,337**
CMAQ	60,543,269	-	-	-	60,543,269	
MPO PL	15,506,895	-	3,876,724	-	19,383,619	
STBG to TMA	131,711,744	-	-	-	131,711,744	
TAP to TMA	20,209,693	-	-	-	20,209,693	
STBG via AOC/LOC	-	-	-	105,000,000	105,000,000	
Carbon Reduction Program - TMA	15,529,299	-	-	-	15,529,299	
Local Bridge Formula	94,520,713	-	-	-	94,520,713	
Transportation Growth Mgmt (TGM)	15,000,000	-	-	-	15,000,000	
Other Functions						**387,614,693**
SPR	75,000,000	-	10,227,273	-	85,227,273	
Carbon Reduction Program - ODOT	40,261,237	-	4,608,079	-	44,869,316	
PROTECT Program - Planning	975,182	-	111,614	-	1,086,796	
82nd Avenue	30,000,000	-	-	-	30,000,000	
State Bridge Inspection/Load Rating	24,000,000	-	-	-	24,000,000	
O&M Federalization	-	-	-	-	-	
O&M Federalization (See below)	75,000,000	-	-	-	75,000,000	
ICAP - Dedicated Programs	118,431,308	-	-	-	118,431,308	
Workforce Development	5,000,000	-	-	-	5,000,000	
Climate Planning	3,589,200	-	410,800	-	4,000,000	
Dedicated Program Totals	**1,737,780,783**	**461,515,976**	**90,765,593**	**585,800,000**	**2,875,862,352**	
	(1,737,780,783)					
Flexible Funding						
Unallocated	63,324,215	-	7,247,740	-	70,571,954	
	-		-	-	-	
Flexibile Funding Program Totals	**63,324,215**	**-**	**7,247,740**	**-**	**70,571,954**	
Flexibile Funding Program Totals	**1,801,104,997**	**461,515,976**	**98,013,332**	**585,800,000**	**2,946,434,306**	

O&M Federalization Totals	
TOC/IR	37,138,260
Low Volume Paving	15,000,000
Workforce	3,600,000
Site Mitigation	1,000,000
CCD Station Paving	7,000,000
Additional Federalization	11,261,740
Total Federalization	**75,000,000**

2028-2030 STIP Funding Development
Federal Amounts

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1% Bike Ped	-	-	25,000,000	-	25,000,000	
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Other Functions						**387,614,693**
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PROTECT Program - Planning	975,182	-	111,614	-	1,086,796	
82nd Avenue	30,000,000	-	-	-	30,000,000	
State Bridge Inspection/Load Rating	24,000,000	-	-	-	24,000,000	
O&M Federalization	-	-	-	-	-	
O&M Federalization (See below)	75,000,000	-	-	-	75,000,000	
ICAP - Dedicated Programs	118,431,308	-	-	-	118,431,308	
Workforce Development	5,000,000	-	-	-	5,000,000	
Climate Planning	3,589,200	-	410,800	-	4,000,000	
Dedicated Program Totals	**1,737,780,783**	**461,515,976**	**90,765,593**	**585,800,000**	**2,875,862,352**	
	(1,737,780,783)					
Flexible Funding						
Unallocated	63,324,215	-	7,247,740	-	70,571,954	
	-		-	-	-	
Flexibile Funding Program Totals	**63,324,215**	**-**	**7,247,740**	**-**	**70,571,954**	
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Workforce	3,600,000
Site Mitigation	1,000,000
CCD Station Paving	7,000,000
Additional Federalization	11,261,740
Total Federalization	**75,000,000**

2027-2030 STIP:
Recommended Funding Allocations

November 9, 2023

Amanda Pietz, Policy, Data & Analysis Division Administrator

Mac Lynde, Delivery & Operations Division Administrator

Oregon Department of Transportation

What is the STIP?

Capital Program Funds

- Federal (FHWA & FTA) & State Funds
- Construction Projects on State & Local Roads
- Public & Active Transportation Programs & Projects

What is NOT in the STIP?

- Maintaining & Operating State Highways
- State Highway Fund to Cities & Counties
- Revenue & Administrative Functions
- State-Funded Multimodal Grant Programs: STIF/CO

Setting 2027-2030 STIP Funding Allocations



Past OTC Discussions on the 27-30 STIP

- ✓ **May** – reviewed STIP development process & community/partner feedback to date
- ✓ **July** – provided state of the transportation system information and funding needs
- ✓ **September** – shared additional feedback and made recommendations on spending unallocated funding

Today's (November) Decision

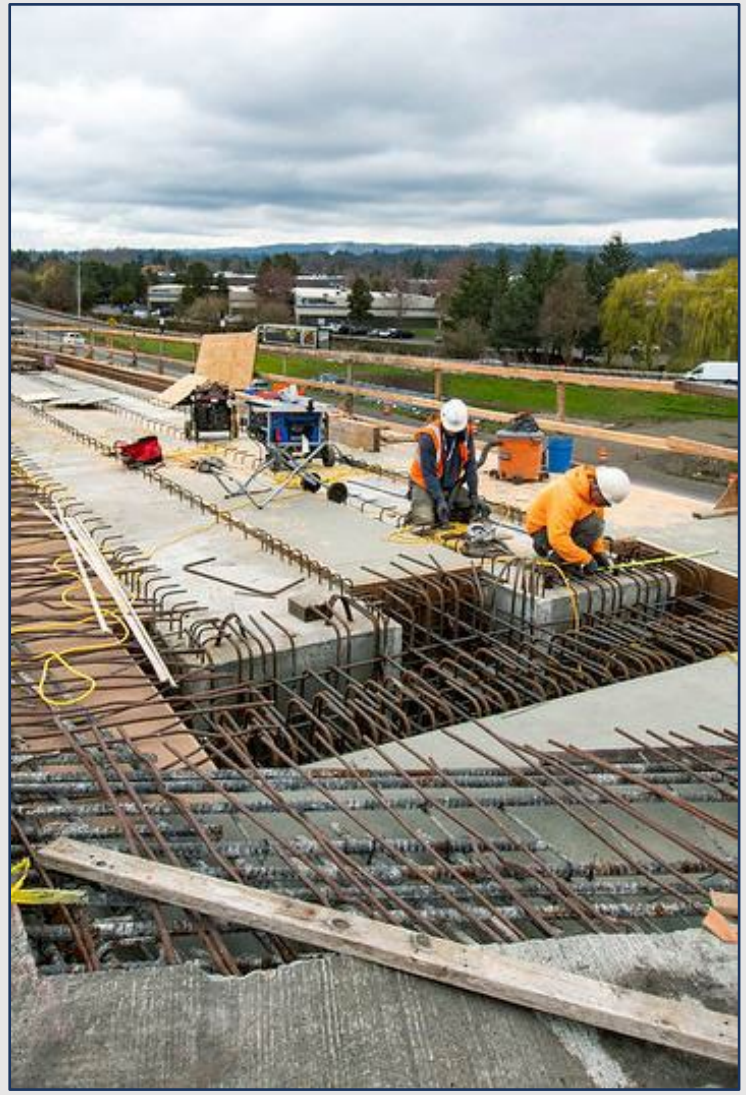
➢ **OTC approval** of 27-30 STIP funding allocation

- **Discuss** funding outlook compared to previous years
- **Affirm** required minimum distributions
- **Review** reductions
- **Agree** on use of unallocated funding

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
SAFETY Projects focused on reducing fatal and serious injury crashes
PUBLIC AND ACTIVE TRANSPORTATION Bicycle, pedestrian, public transportation and transportation options
LOCAL GOVERNMENT PROGRAMS Funding to cities, counites, and others for priority projects
ADA CURB RAMP DELIVERY PROGRAM Curb ramp construction for accessible sidewalks
OTHER FUNCTIONS Workforce development, planning, data collection and other programs using federal money
UNALLOCATED / FLEXIBLE Discretionary funds approved by the OTC

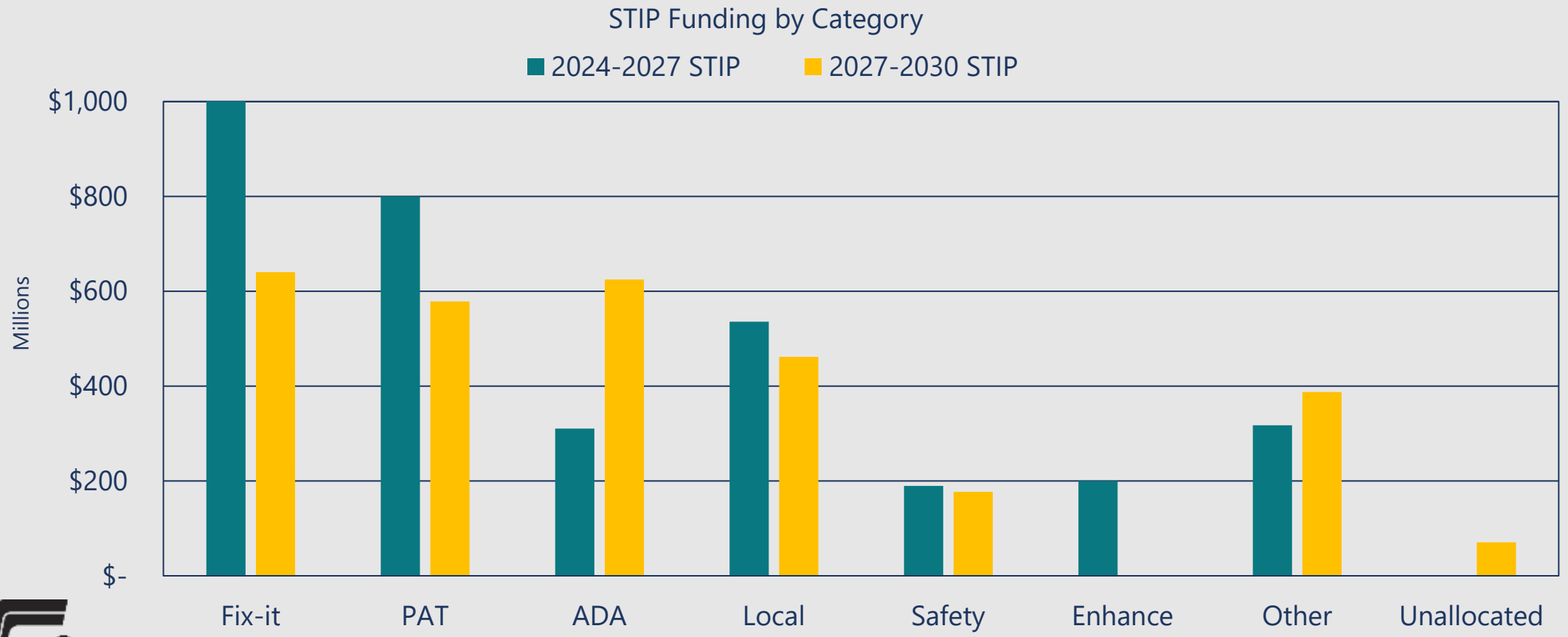
Challenging Reality of ‘27-’30 STIP

- IIJA expiration and federal funding risk
- State Highway Fund revenues are flat
- Transfer of funds to operations and maintenance
- ADA program costs
- Rapidly increasing construction costs



Less Funding Per Category for 27-30 STIP

'24-'27 STIP allocations compared to '27-'30 STIP base minimum



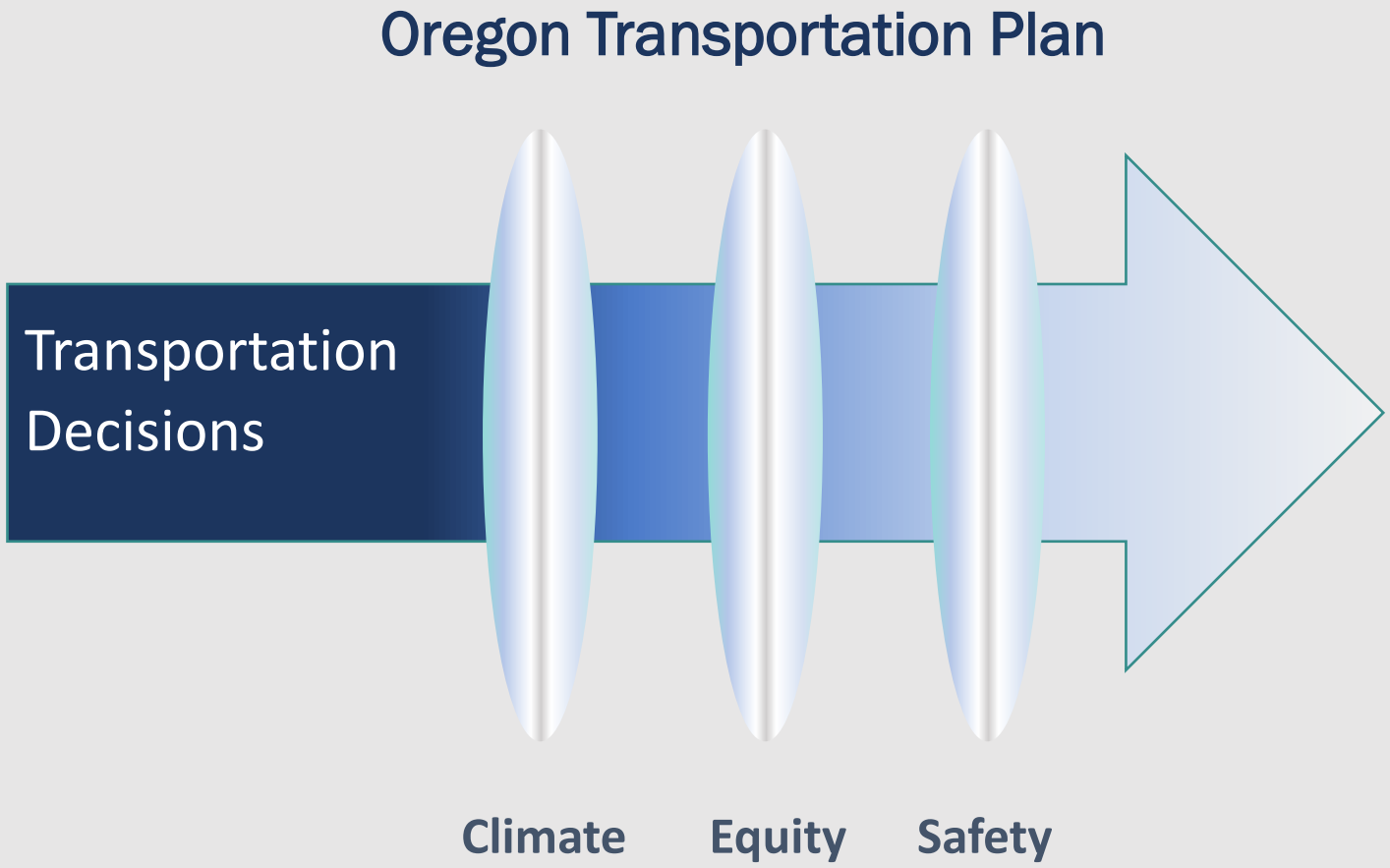
Oregon Department of Transportation

Considerations for allocating funding in 27-30

- Most STIP funding is federally directed to specific categories, or required by the state
- Increased ADA investments are legally required
- Consider priority system needs
- Consider public feedback
- Scale approach to amount of funding



Current Priority System Needs



- Maintenance and preservation
- Stabilize agency operations
- Close gaps in public and active transportation network
- Address ADA needs
- Ensure safety, climate and equity lenses are always considered

Public Feedback:
Consistent Themes

- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public & Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate & environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

Draft 2027-2030 Allocations

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It funding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs, like Elderly and Disabled
- Even with these major reductions, only able to maximize $70M in unallocated

Projected Outcomes: 27-30

- Only able to pave interstates after 2027
- More bridges will be load rated
- Biking and walking gaps remain with continued safety risks
- Less asset maintenance and preservation for all modes, increasing safety risks
- Reactive vs proactive investments

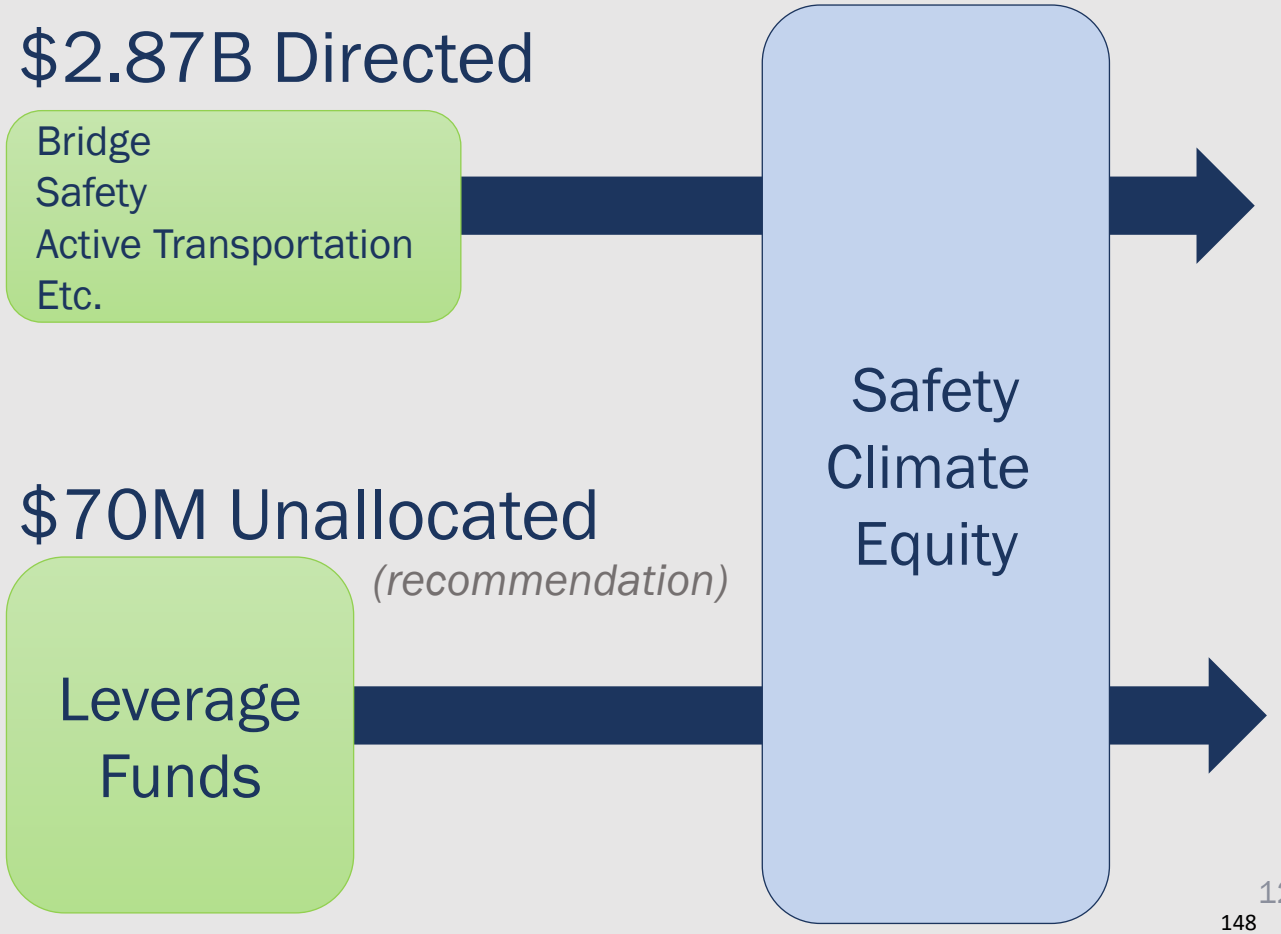


2027-2030 Metropolitan Transportation Improvement Program (MTIP), Appendix II

'27-'30 STIP Allocation - $2.94B

OTP Goals

- Mobility
- Sustainability & Climate Action
- Equity
- Safety
- Stewardship of Public Resources
- Economic and Community Vitality



Unallocated: $70M for "Great Streets 2.0"

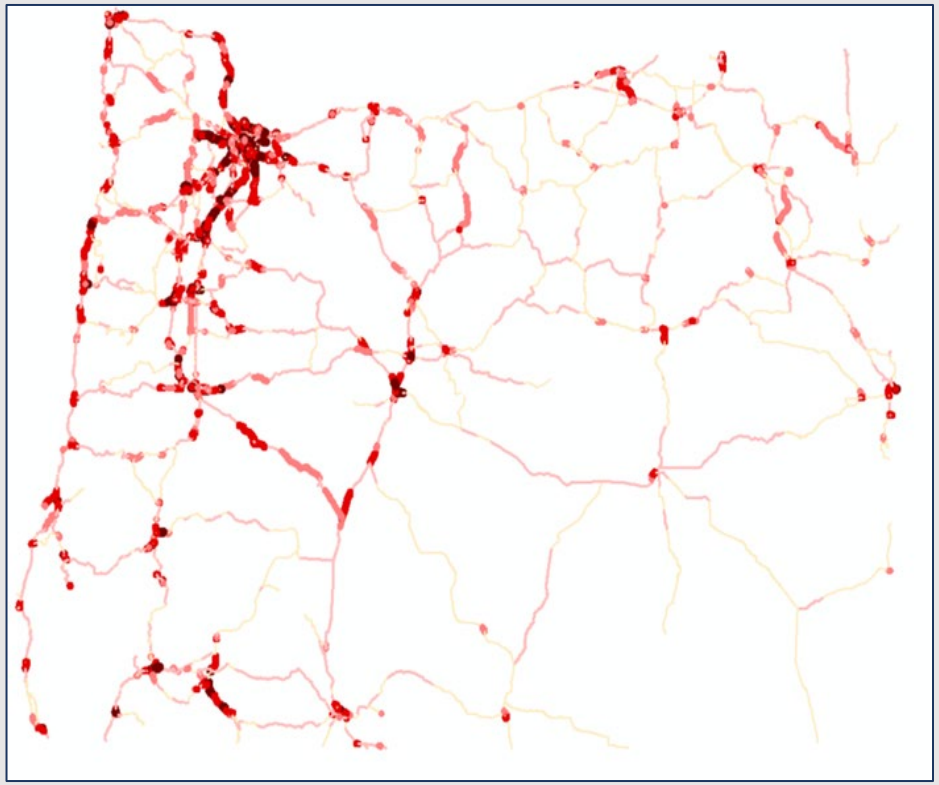
Strategic funding to advance safety, climate and equity outcomes in a corridor or community

- **Builds** from past programs like STIP Leverage and evolves Great Streets to maximize dollars and support communities and holistic needs.
- **Opportunity** for complementary investments and save on overall costs
  - ADA updates
  - ARTS investments

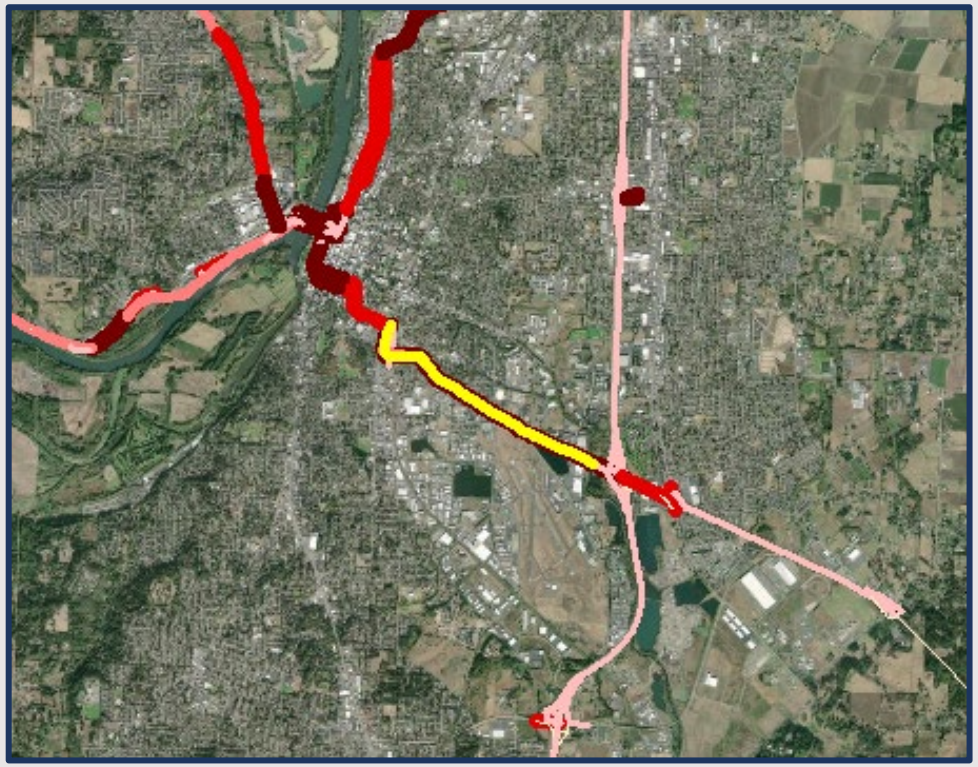


Strategic Outcomes
Program Principles

- Identify where top priorities overlap across different program areas
- Identify investment opportunities in urban and rural areas
- Recognize funding is limited and final projects selected may not cover all areas
- Advance safety, equity and/or climate outcomes
- Leverage investments by addressing multiple needs at once, leading to efficiency and cost savings.



Example in Action



- ADA – Need Present (4)
- Safety – Critical/High (3.5)
- Equity – Critical (4)
- Electrification – High (3)
- Bike – High (3)
- Walk – High (3)
- Transit Opportunity – Critical (4)

While addressing curb ramps in this location, we could also:

- Fill in missing sidewalks
- Add enhanced pedestrian crossing
- Restripe for safety and bikeways

Next Steps for 2027-2030 STIP

- ➢ OTC approval of proposed 2027-2030 STIP allocations
- Communication & outreach to interested parties
- Project scoping
- Project selection
- Public comment on Draft STIP
- OTC approval July 2026



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: September 26, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J –** Update on the 2027-2030 Statewide Transportation Improvement Program

Requested Action:
Receive an update on the development of the 2027-2030 Statewide Transportation Improvement Program (STIP), including the Great Streets 2.0 program.

Background:
In November 2023, the Commission established program allocations for the 2027-2030 STIP, which are shown in the table below.

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

The total amount estimated to be available during this time period is lower than previous STIPs because the current federal authorization, Infrastructure Investment and Jobs Act (IIJA), expires in September 2026. Most allocations were based on state and federal funding requirements. In addition, ODOT has legal commitments regarding the ADA (Americans with Disabilities Act) to address sidewalk curb ramps, and additional funding was needed for that program. Several funding programs, like fix-it (pavement, bridges, culverts, etc.) and active transportation (biking and walking) were held to federal minimums, with substantially less funding (40% less for fix-it) than the previous 2024-2027 STIP. The STIP Enhance program (modernization funding) was eliminated and funding greatly reduced for key services like elderly and disabled transit. Even with these major reductions, the Commission was left with $70 million in unallocated funding.

The Commission decided to direct the $70 million in unallocated funding to the Great Streets program. Great Streets was established in the 2024-2027 STIP to primarily address multimodal needs along a highway corridor or segment within a community. Based on lessons learned with the program, and to best align with policy and other direction from the Commission, staff proposed some changes and came forward with a Great Streets 2.0 proposal. In this proposal, which the Commission approved, the program will focus on projects that advance safety, climate, and/or equity. It will also focus on the most strategic locations by identifying areas where the highest priority needs overlap for biking and walking, safety, and more. All Great Streets 2.0 investments must also leverage other funding, building off projects in motion or planned.

Staff met with the Area Commissions on Transportation (ACTs) to review the 2027-2030 STIP allocations and get feedback on implementing the Great Streets 2.0 program, which there was generally strong support for. There was interest in supporting both rural and urban investments and heavily weighting safety. ACTs also were interested in receiving more information on the findings of tools ODOT calls *heat maps*, which identified locations where multiple high priority needs overlap. Staff are starting to share these with ACTs to help inform their prioritization discussions and are getting positive feedback.

Great Streets potential project locations have been identified and are currently being scoped. Scoping is underway for all program areas in the 2027-2030 STIP, and Region-based field scoping and preliminary cost forecasting will be complete by January 2025. In early 2025, Division leadership, Region Managers, and Statewide Program Managers will evaluate project scopes and projected costs for prioritization in the draft final STIP by June 2025, which will be shared with regional governments and MPOs in summer 2025.

The purpose of this update is to deliver on Commission member requests made in 2023 to bring back updates on STIP developments and the Great Streets 2.0 program specifically. In addition, and in follow-up to the August 2024 OTC meeting, staff will also share broad updates on Strategic Review efforts to consider how future STIP and funding discussions can be done more strategically, efficiently, and effectively by developing and implementing a 5-10 year rolling program rather than programming in STIP.

2027-2030 STIP Update

Amanda Pietz - Policy, Data and Analysis Division Administrator

Amy Ramsdell – Delivery and Operations Division Administrator

October 2024

Statewide Transportation Improvement Program (STIP)

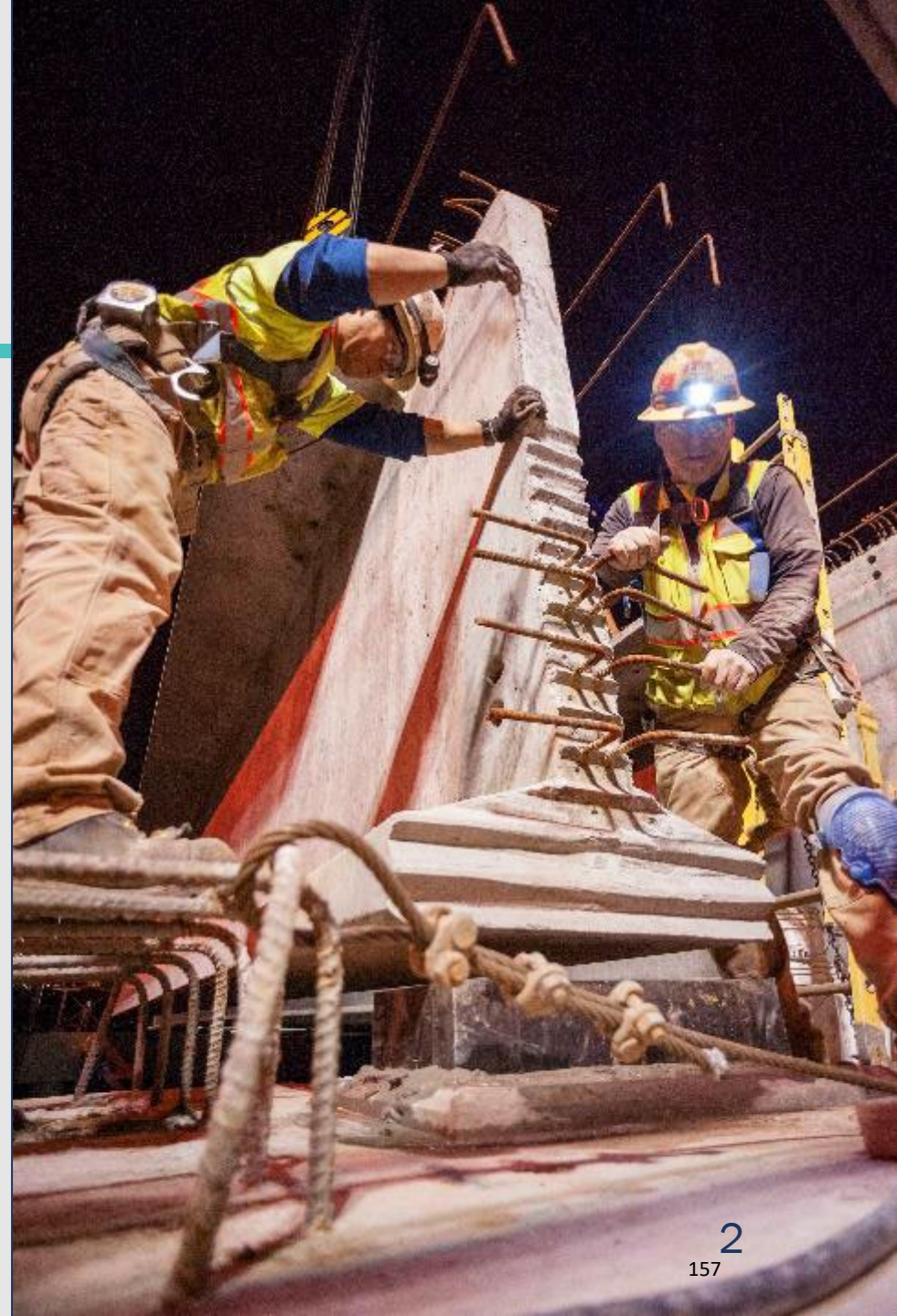
What is the STIP?

Capital Program Funds

- Federal (FHWA & FTA) & State Funds
- Construction Projects on State & Local Roads
- Public & Active Transportation Programs & Projects

What is NOT in the STIP?

- Maintaining & Operating State Highways
- State Highway Fund to Cities & Counties
- Revenue & Administrative Functions
- State-Funded Multimodal Grant Programs: STIF/CO



STIP Funding Categories

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
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UNALLOCATED / FLEXIBLE Discretionary funds approved by the OTC

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Major Changes in the 2027-2030 STIP

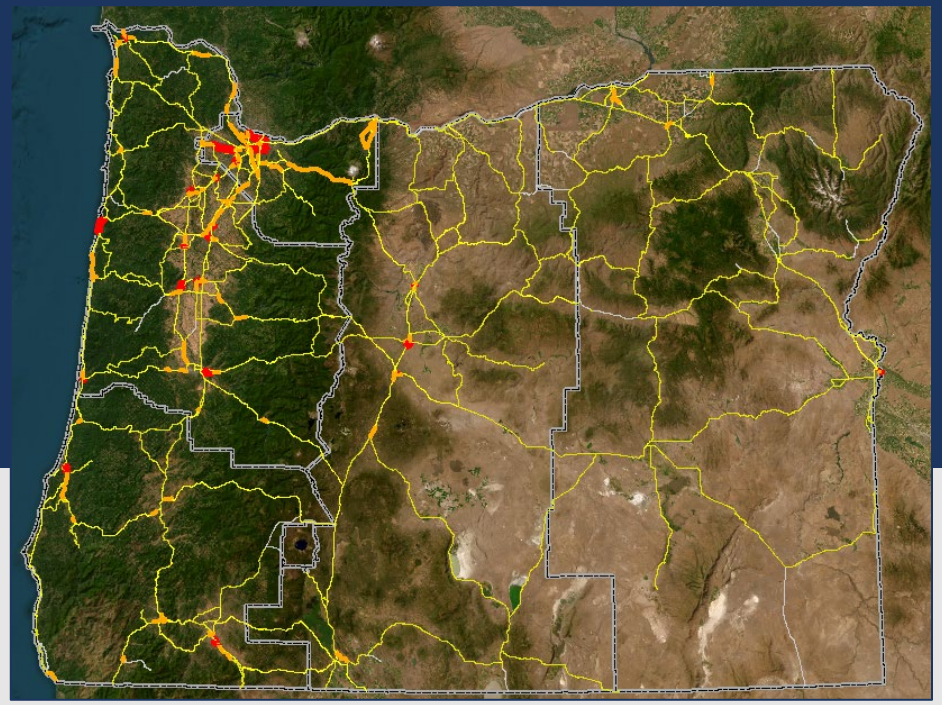
- 40% reduction in Fix-It finding; means only paving interstates
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize $70M in unallocated funds

Unallocated $70M for “Great Streets 2.0”

- Furthers Safety, Equity, and/or Climate
- Leverages other investments
- Focuses on strategic: addressing multiple needs within a community or corridor
    - Informed by Heat Maps



Heat Maps: Identifying Opportunities to Address Multiple Needs

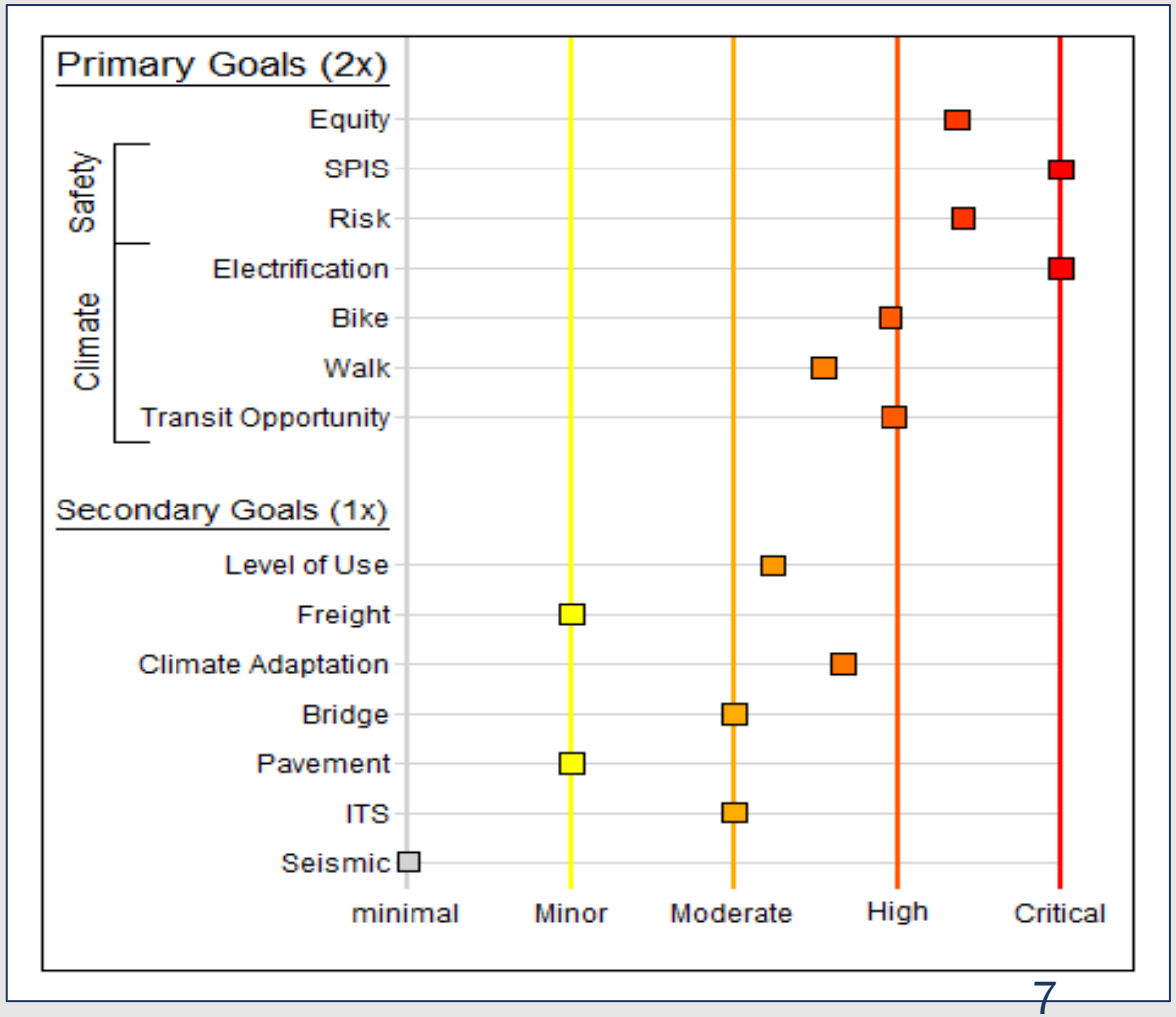


Combining data layers to identify where multiple *top* priorities overlap

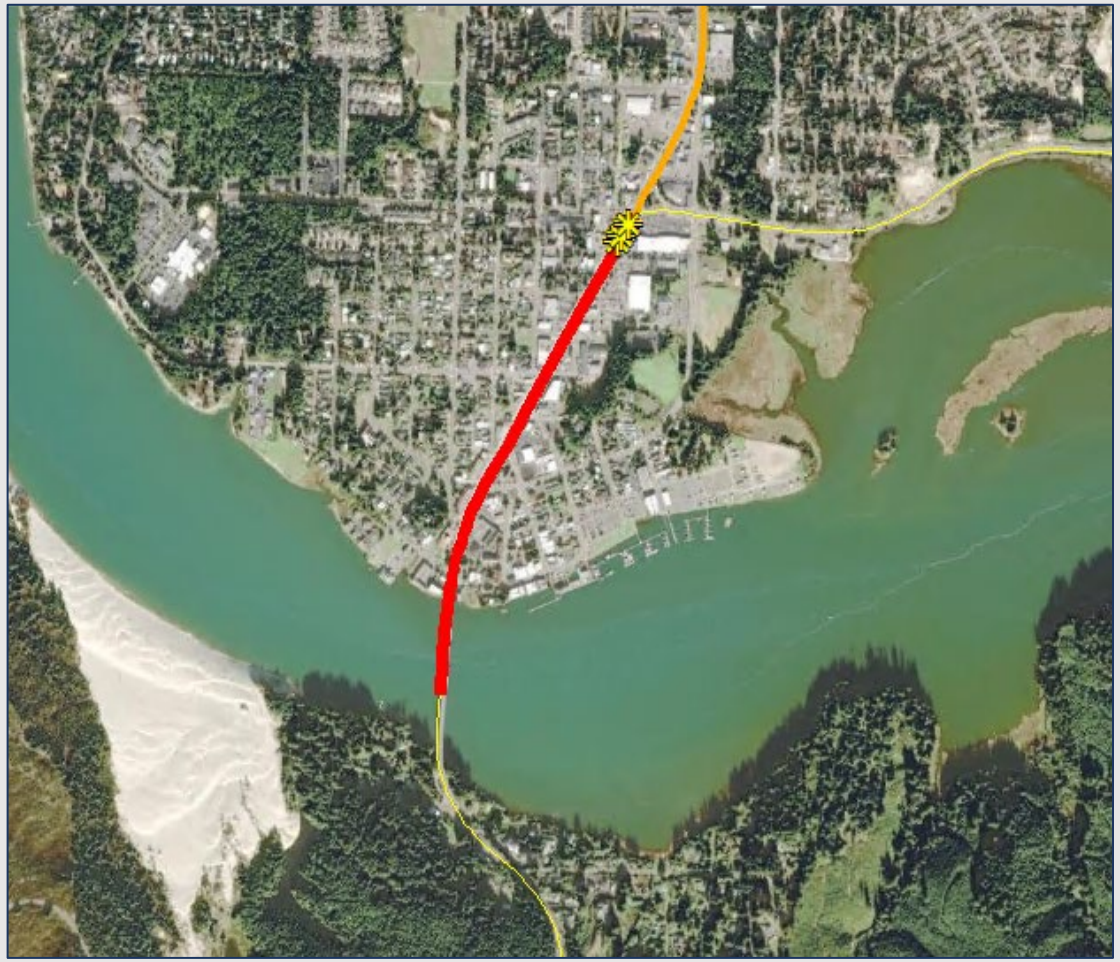
- Safety needs and risks
- Bicycle and pedestrian needs
- Areas of high disparity (based on age, disability, income, race, etc)
- Climate adaptation and seismic
- Climate mitigation and electrification
- Operations (e.g. ITS) and preservation
- Freight, rail crossings, seismic, and more

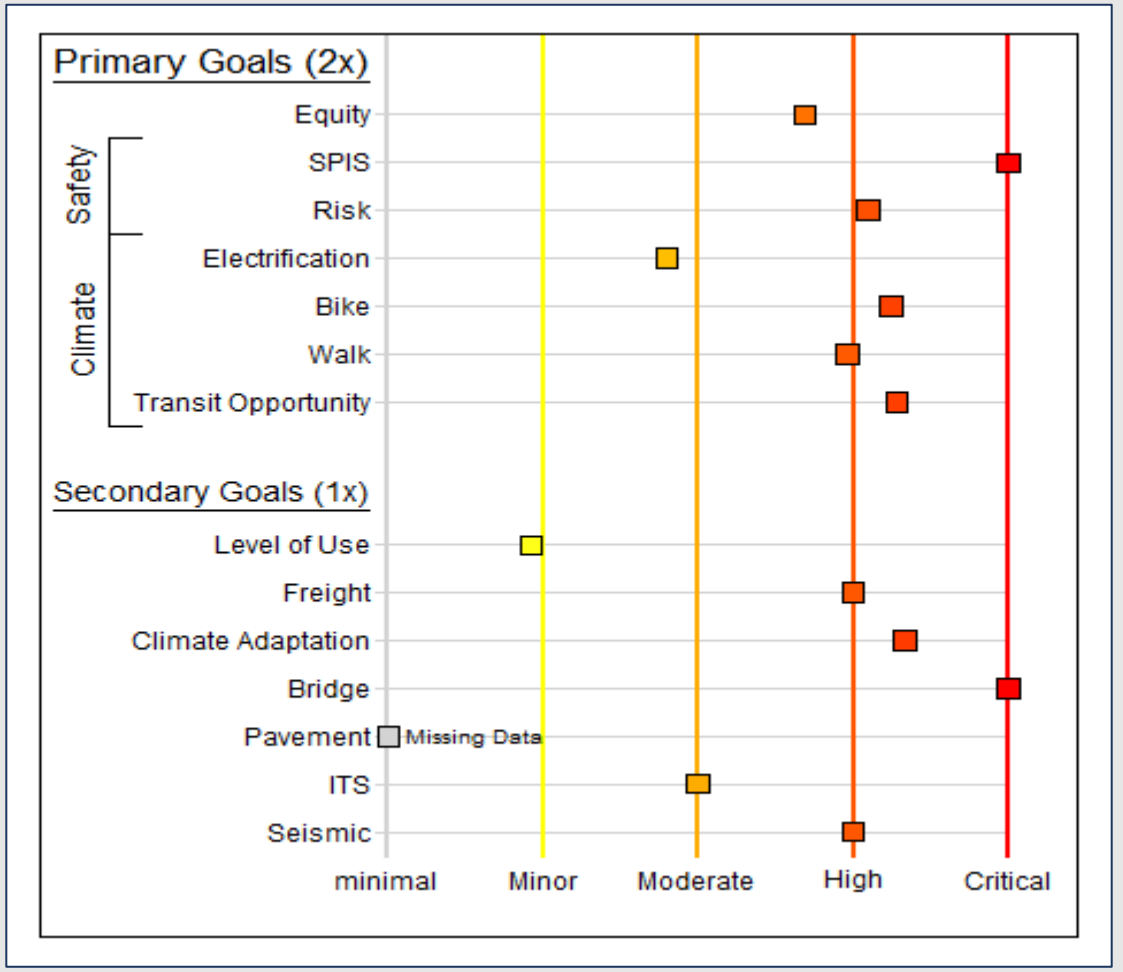
US30 East Ontario
(one of top locations in the state)





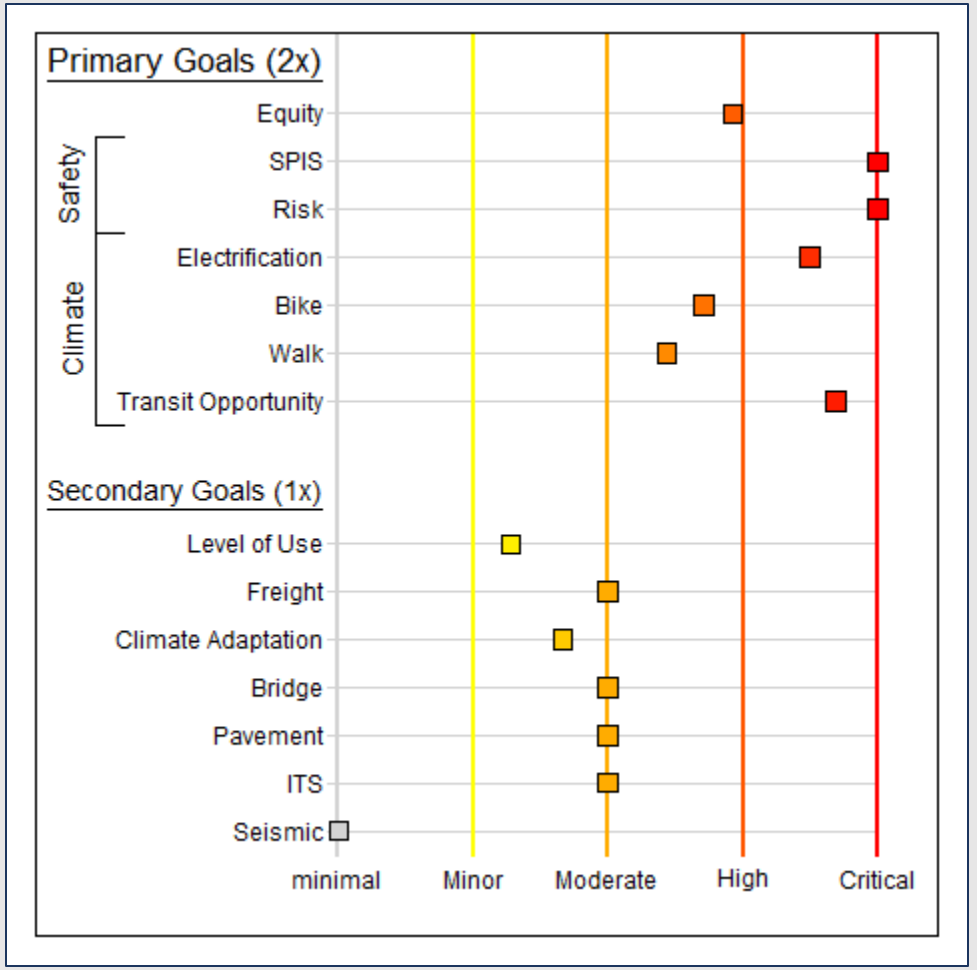
US101 Florence



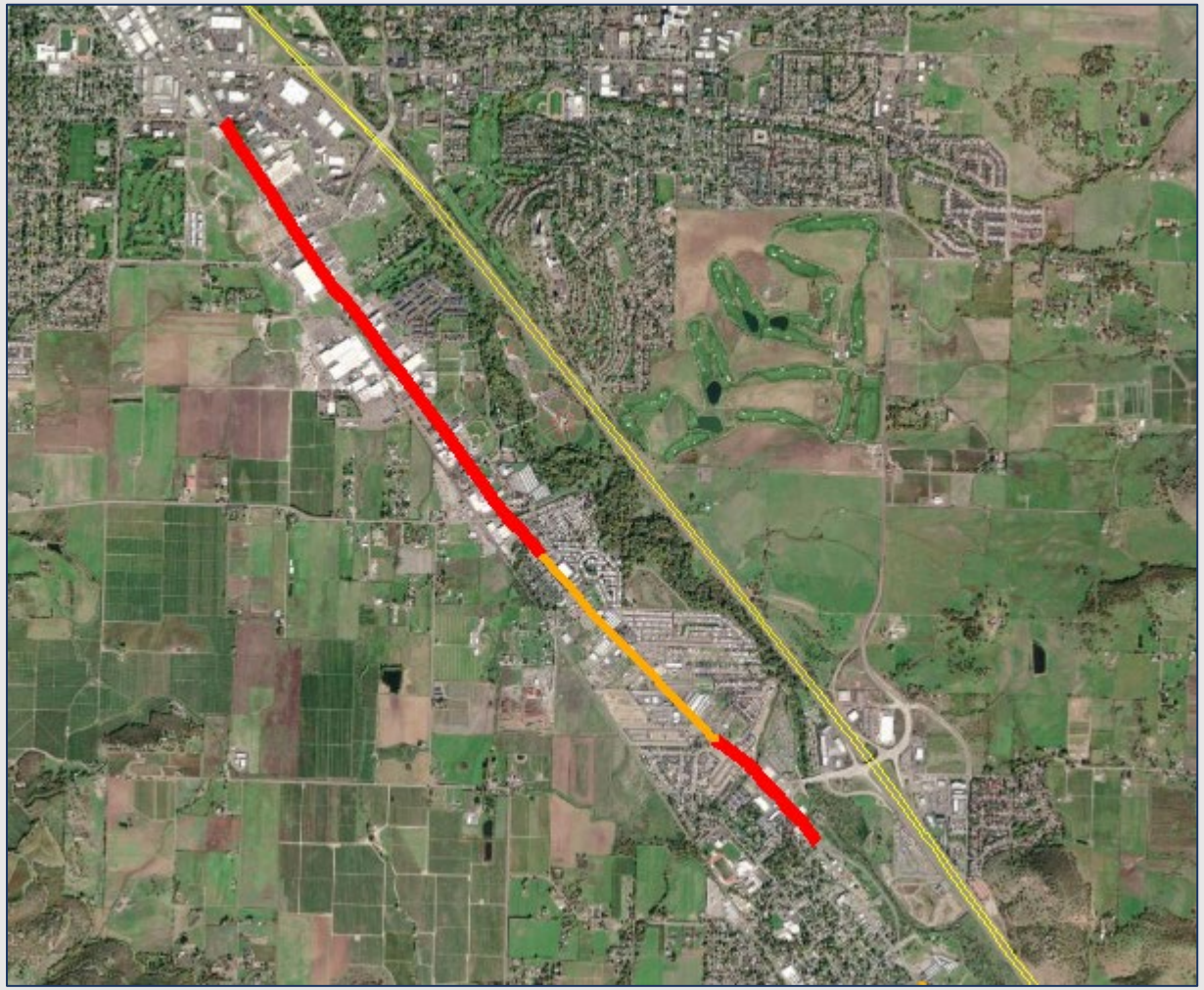


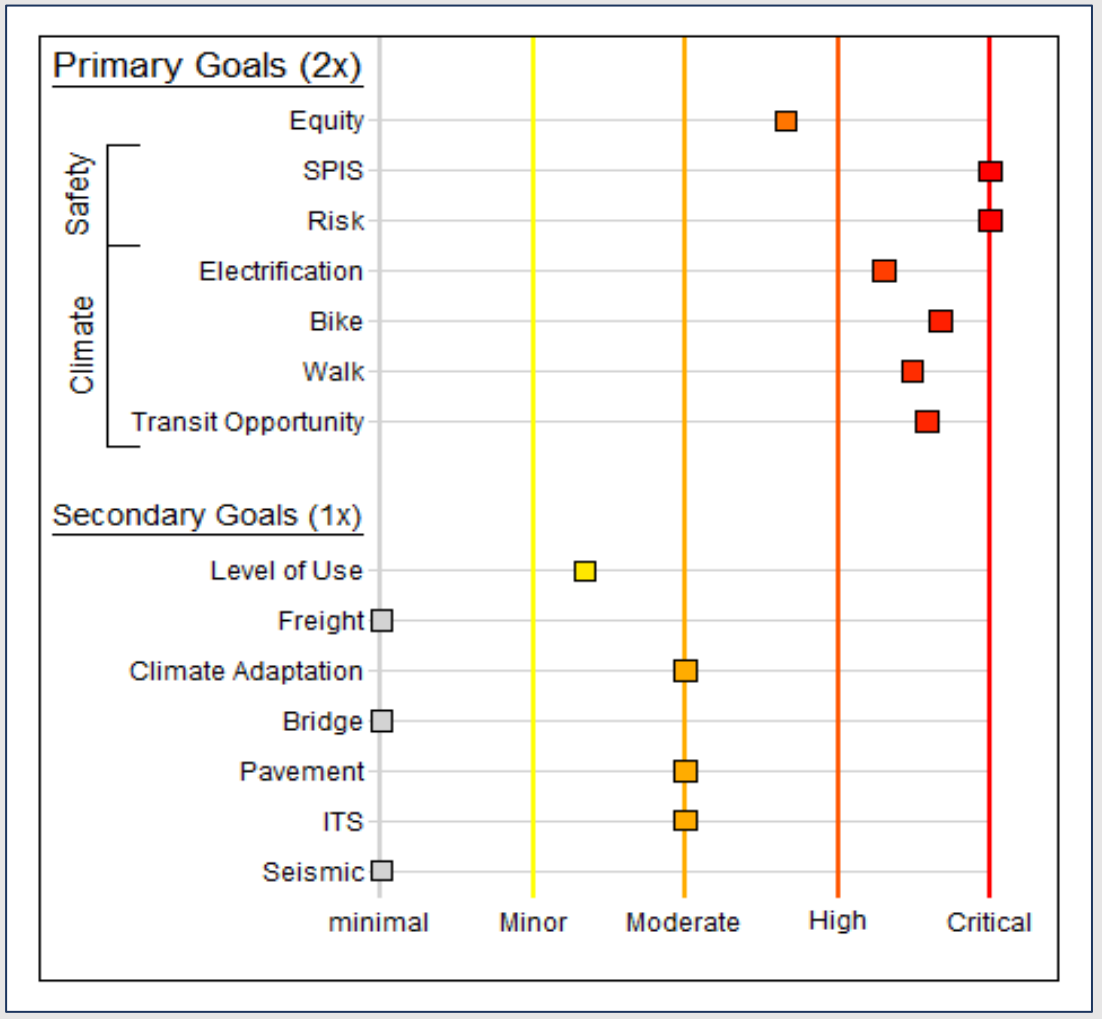
OR 126 Main St in Springfield





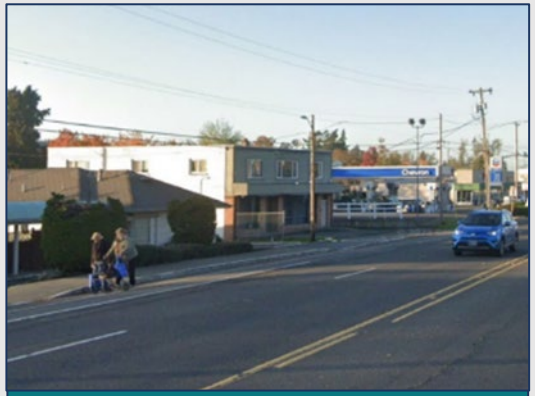
OR99 South Medford to Phoenix





Great Streets 2.0 Projects Moving to Scoping

Identified potential investments that do one or more of the following:



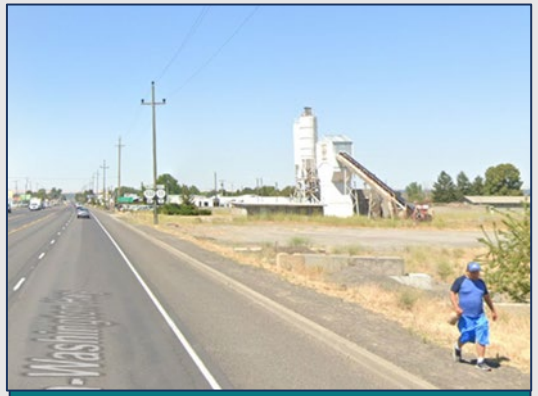
Address a high safety need



Advance climate or equity



Corridor-wide improvement



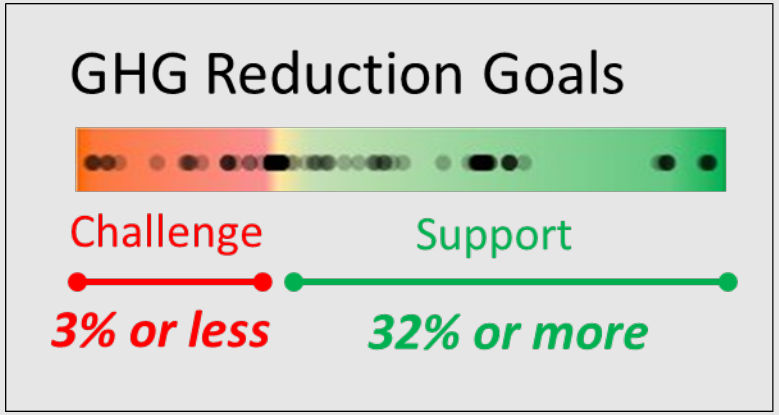
Balance urban and rural needs



Work to Further Key Outcomes Across Overall STIP

- Ensuring climate, safety and equity lenses are applied
    - Reducing GHG emissions
    - Using cleaner materials and fuels in construction
    - Addressing the most unsafe locations
    - Supporting access to low-cost transportation options, jobs, and services
- Other outcomes: freight and people mobility, asset preservation, etc.





STIP Development Schedule

Jun – Jul 2024 – Make program suballocations

Jul – Dec 2024 – Scope projects within the regions

Jan – May 2025 – Develop draft 100% portfolio list

Jun – Oct 2025 – Create the STIP Financial Plan

Jan 2026 – Release draft 27-30 STIP for public review (OTC)

May 2026 – Review public comments (OTC)

July 2026 – Approve final 27-30 STIP (OTC)

Sept 2026 – Get federal approval of the 27-30 STIP (US DOT)



Complete

Make Program Suballocations

Example: Fix-It

- Distributing ~ $200M less among program areas
- Relying on management systems (data) to target worst of the worst areas – *we can only afford to be reactive*

Fix-It Programs	21-24 Funding	24-27 Funding	27-30 Funding
Interstate Maintenance	$321,000,000	$309,000,000	$100,000,000
Bridge	$305,000,000	$226,586,102	$217,400,000
Seismic	$ 61,000,000	$159,560,091	$163,000,000
Operations (slides, ITS, signs, signals)	$ 81,000,000	$ 76,693,122	$ 76,000,000
Culverts	$ 57,000,000	$ 55,000,000	$ 30,400,000

Scope projects within the regions

underway

Working on consistency and risk assessment in project estimates (scope, schedule, and budget)

- More focused, detailed scoping
- Documenting uncertainties
- Monetizing risks in estimates
- Capturing scope assumptions
- Formalizing project controls and risk management processes
- Future STIP changes: Investment Strategy…



Investment Strategy

A recommendation from ODOTs Strategic Review

Decrease reliance on the STIP for ODOT's investment strategy

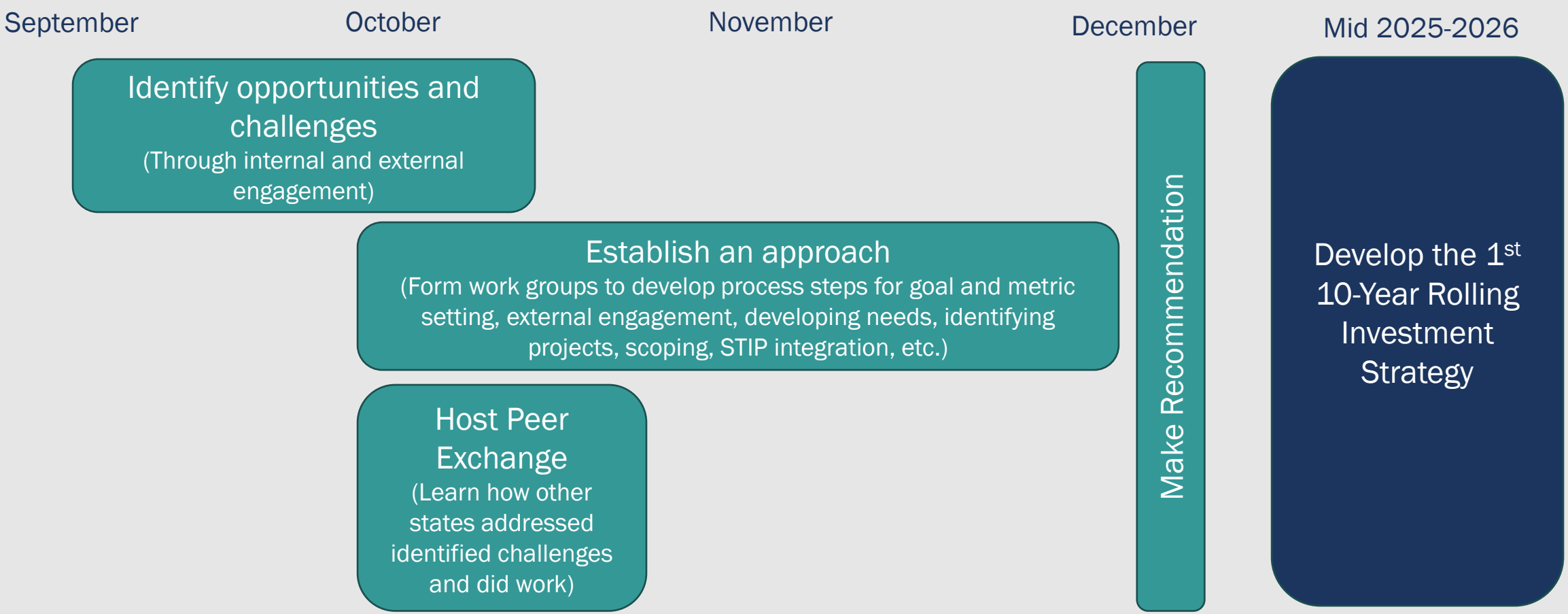
Shift the way we identity investments and program funding

Learn from the work of other states

What a new Investment Strategy might look like for ODOT

- 10 year rolling investment strategy
- Include state and federal funding
- Show total need and what can likely be funded
- Focus on outcomes
  - Tie to Oregon Transportation Plan and Strategic Action Plan
  - Screen investments through metrics and report results
- More wholistic look at investments within a corridor or community
- Mix of project, systemic, and quick response investments
- Better connect to ODOT and local plans
- Improved scope, schedule and budget (e.g. more design before inclusion in STIP)

10 Year Rolling Investment Strategy - Next Steps



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: January 15, 2026

TO: Oregon Transportation Commission

Lisa Sumption

FROM: Lisa Sumption
Interim Director

SUBJECT: **Agenda Item J** – Approve Release of the Draft 2027-2030 Statewide Transportation Improvement Program (STIP) for Public Review and Comment

PRESENTED BY: Policy, Data and Analysis Division Administrator Amanda Pietz and Interim Delivery and Operations Division Administrator Tova Peltz

Requested Action:
Request approval to release the draft 2027-2030 Statewide Transportation Improvement Program (STIP) to the public for review and comment.

Background:
The draft 2027-2030 Statewide Transportation Improvement Program (STIP) is Oregon's short-term capital improvement program required by federal regulations that outlines project funding and scheduling information for ODOT and the state's Metropolitan Planning Organizations. The STIP includes projects on federal, state, city and county transportation systems (highway, passenger rail, freight, public transportation, bicycle and pedestrian), and projects in the National Parks, National Forests and Indian Tribal lands.

In November 2023, the Oregon Transportation Commission approved the funding allocation for the draft 2027-2030 STIP. The draft STIP includes nearly $3 billion in Federal Highway Administration (FHWA) and State Highway Fund resources that the Commission allocates, as well as Federal Transit Administration (FTA) funds that flow to transit agencies. The draft 2027-2030 STIP focuses the vast majority of funds on dedicated programs according to rules and regulations and establishes funding levels for these programs at the required minimums. The draft STIP also reduces or zeroes out historic discretionary programs. Remaining discretionary funding is leveraged as part of the Great Streets 2.0 program to advance key policy outcomes of the Oregon Transportation Plan, adopted by the Commission in 2023.

The 2027-2030 STIP will be the last four-year STIP as ODOT transitions to align with the new 10-year Capital Investment Plan (CIP) process. The first iteration of the CIP will be developed by the end of 2026 (covering years 2027-2037), with the 2027-2030 STIP serving as years 1-4 of the plan and annual updates of the STIP and CIP starting in 2029. As part of transitioning to a new CIP process, the 2027-2030 STIP is the first to substantially phase projects. The Agency is programming mostly planning and preliminary engineering (PE) phases in the early years of the STIP with construction assumed for the

out years or future STIPs. Phasing will help ensure a greater understanding of project cost risks prior to setting construction phase funding, which will improve overall on-budget performance.

Outcomes and Next Steps:
With OTC approval, the draft 2027-2030 STIP will be released for formal public review. According to OTCs Public Involvement Policy and federal regulations, a minimum of 45 days for public review is required. ODOT plans to exceed that minimum, releasing the draft from January 22nd to March 31, 2026. During that time, ODOT will seek and review comments from the public and other partners. After the public comment period, a number of technical steps must be completed before the preparation of the final 2027-2030 STIP.

In June of 2026, staff will return for OTC approval to release the final 2027-2030 STIP for federal approval from FHWA and FTA. At this meeting the OTC will also receive a summary of the public comments.

Final approval from FHWA and FTA is expected in September 2026.

Attachments:
- Attachment 01 - Draft 2027-2030 STIP: https://www.oregon.gov/odot/STIP/Documents/STIP_UPDATE.pdf

Draft 2027-2030 STIP
Release for Public Comment

January 2026

Amanda Pietz, ODOT Policy, Data and Analysis Division Administrator

Tova Peltz, PE, GE, ODOT Delivery and Operations Interim Division Administrator

Statewide Transportation Improvement Program (STIP)

What is the STIP?

Capital Program Funds

- Federal (FHWA & FTA) & State Funds
- Construction Projects on State & Local Roads
- Public & Active Transportation Programs & Projects

What is NOT in the STIP?

- Maintaining & Operating State Highways
- State Highway Fund to Cities & Counties
- Revenue & Administrative Functions
- State-Funded Multimodal Grant Programs: STIF/CO



Three Phases of the 2027-2030 STIP Development



Funding Allocation

2023



Project Selection

2024--2025



Public Review/ Approval

2026

STIP Funding Categories

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
SAFETY Projects focused on reducing fatal and serious injury crashes
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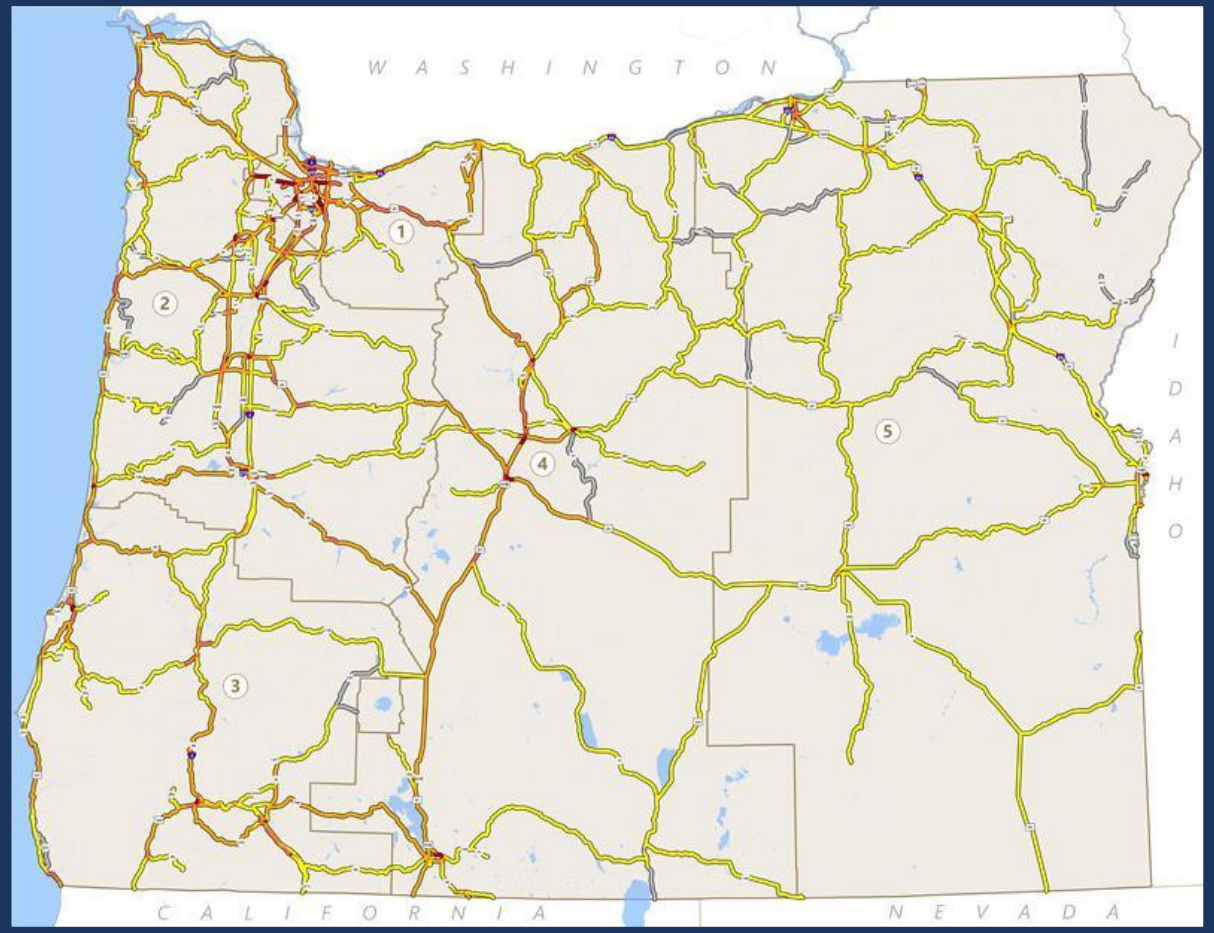
Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address gaps in the pedestrian/bicycling network
- Significant reduction in asset maintenance and preservation across all modes



Great Streets ($70 million)

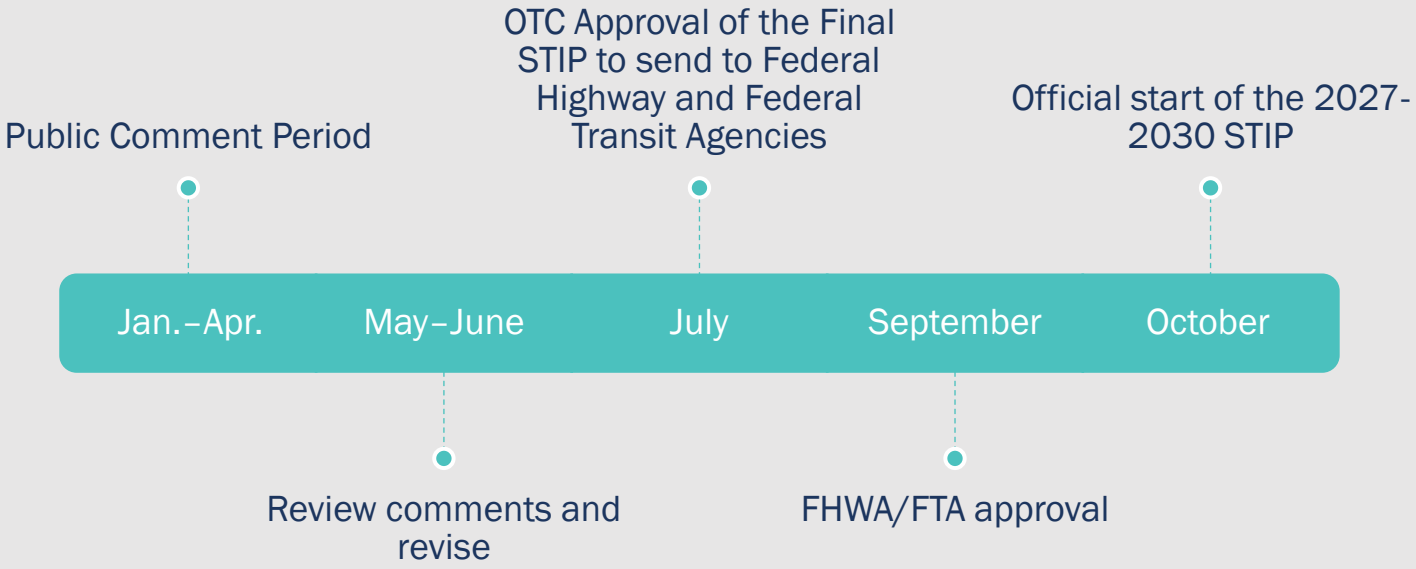
- Addresses multiple needs within a single project to create more complete streets.
- Accountable for improving outcomes including safety, equity, climate and more.
- Focuses on state highways that operate as main streets and other state highway corridors where the top priority multimodal transportation needs intersect.
- Leverages other funds.



Changes in Programming the STIP: Transition towards the CIP

- Today's draft STIP only includes phases that will begin in FFY 2027
- Projects programmed in 2027 are committed for construction funding in future years
- Prior to subsequent phases being added to the STIP, projects will need to meet 'readiness' criteria in project development and design– including cost-risk analyses.

Next Steps


Public Comment Period
OTC Approval of the Final STIP to send to Federal Highway and Federal Transit Agencies
Official start of the 2027-2030 STIP
Jan.–Apr.
May–June
July
September
October
Review comments and revise
FHWA/FTA approval



Questions and Approval for Release

2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

Metro's Regional Flexible Fund Allocation (RFFA)



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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2028-2030 REGIONAL FLEXIBLE FUNDS PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA	))))))	RESOLUTION NO. 24-5415 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.306 and 450.326 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Portland metropolitan region conducts a process to select projects and programs of regional significance in which to invest the region's allotment of federal surface transportation funds, known as the Regional Flexible Funds Allocation (RFFA); and

WHEREAS, the RFFA is one element of the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate Regional Flexible Funds to projects and programs in the metropolitan region and preceding the allocation, developed a program direction defining broad categories for how the region invests these funds for federal fiscal years 2028-2030; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan (RTP) in November 2023; and

WHEREAS, the multi-year process to create the 2023 RTP engaged stakeholders throughout to the region to develop the goals, objectives, and policies for the long-range transportation plan and the associated transportation investment priorities; and

WHEREAS, the adopted 2023 RTP specified five regional goals to focus on in the near-term with the region's transportation funding, which include: Transportation Equity, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy; and

WHEREAS, the 2028-2030 Regional Flexible Fund Allocation Program Direction receives its policy direction from the 2023 Regional Transportation Plan and looks to invest into transportation projects and programs which makes progress towards the five regional goals; and

WHEREAS, through February through May 2024, input was sought and received from the Transportation Policy Alternatives Committee (TPAC) as well as JPACT to update the Program Direction for the 2028-2030 Regional Flexible Fund Allocation cycle; and

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WHEREAS, TPAC recommended the draft 2028-2030 RFFA Program Direction as outlined in Exhibit A to Resolution 24-5415 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC's recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt Exhibit A, the 2028-2030 Regional Flexible Funds Allocation Program Direction.

ADOPTED by the Metro Council this 11th day of July 2024.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Docusign Envelope ID: 6325151F-7E36-4CC4-8405-05948980B1DF

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5415, FOR THE PURPOSE OF ADOPTING THE 2028-2030 REGIONAL FLEXIBLE FUNDS ALLOCATION PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA

Date: June 13, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Grace Cho, grace.cho@oregonmetro.gov

Presenter(s): Catherine Ciarlo, Ted Leybold, Grace Cho
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ISSUE STATEMENT
The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, jointly in their role as the federally designated Metropolitan Planning Organization (MPO) board, conduct an allocation process to select transportation projects and programs to receive the MPO allocation of federal surface transportation funds, known as the Regional Flexible Funds (RFF). These funds are required to be used for projects and programs which advance the policy set forth in the most recently adopted Regional Transportation Plan (RTP).

This resolution codifies the specific program direction for how the region is to invest these flexible funds for federal fiscal years 2028 through 2030 in accordance with federal rules, regional policy direction and investment priorities established in the RTP, an interim regional funding approach, and objectives identified for the upcoming allocation cycle.

ACTION REQUESTED
Adopt Resolution No. 24-5415.

IDENTIFIED POLICY OUTCOMES
Resolution No. 24-5415 directs the investment of Regional Flexible Funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. The 2023 RTP development and adoption process, reaffirmed the need to continue making near-term progress on the first four goals listed while also considering a strengthened economy. These priorities were identified by stakeholders and elected officials as the most critical outcomes to achieve through investments in the regional transportation system. Therefore, they form the foundation for the RFFA program direction and focus the funding on transportation projects and programs which demonstrate demonstrable progress in these areas.

POLICY QUESTION(S)
The Regional Flexible Funds provide the opportunity for the region:

1) To make investments in the regional transportation system which have a direct impact towards advancing regional goals and objectives.
2) To focus investment on areas of the system which are critical but do not have other dedicated sources of funding; and

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3) To leverage other sources of funding from other federal, state, and other local sources.

Through this resolution, the 2028-2030 RFFA program direction identifies an approach to allocate Regional Flexible Funds which strategically utilize these funds to fulfill RTP policy direction. As a limited source of funding, comprising of approximately 5% of the region's investment in the transportation system, the policy question presented is whether to support the recommended program direction for the 2028-2030 RFFA cycle, knowing that the 2023 RTP identified an enormous amount of need for the regional transportation system in efforts to achieve the region's transportation goals.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update presentation on the regional discussion occurring with JPACT on the 2028-2030 RFFA program direction. In that work session, Metro staff walked Council through the proposed options for the program direction through early May. Input and feedback received to date established the following proposed major elements for the 2028-2030 RFFA program direction to move forward.

1. The elements of the 2025-2027 RFFA program direction will carry over unless modified through action on the adoption of the 2028-2030 RFFA program direction. In summary, the elements carry over include:
    a. The Regional Flexible Funds both in its allocation and investment will follow all commiserate federal rules and regulations. This includes undertaking a policy driven allocation and there is no suballocation of funding to geographic areas.
    b. The existing two-step framework continues in the 2028-2030 RFFA. Council recognizes the purposes for and affirms the importance of continuing regional investments made through Step 1B. These investments respond to various federal, state, and regional obligations and commitments identified in planning documents and investment into areas of the system which lack a dedicated funding stream, but crucial to achieving the region's goals for the transportation system.
    c. Center the allocation and investment of the Regional Flexible Funds in a manner that directly advances the implementation of the 2023 RTP. As a result, advancing the five interconnected RTP goals are the priority for all Regional Flexible Funds investment.
2. In efforts to make impactful progress and advance implementation of the 2023 RTP, the Council agrees with regional partners desire to commit future Regional Flexible Funds into a new project bond for regional transportation projects. The proposed emphasis is to make various capital and supportive investments in the region's transit system in efforts to meet multiple RTP goals while also responding to the input received during the adoption of the 2023 RTP of where to prioritize next steps. In taking action to adopt the program direction for the 2028-2030 RFFA, *Council and regional partners direct Metro staff to develop and undertake a process to identify the candidate regional projects to receive proceeds from the new project bond and build a bond proposal for consideration by the region.* As part of the directive, a set of principles included as part of the 2028-2030 RFFA program direction outlines objectives and framework in which to develop a proposal for which projects are eligible and identified to receive bond proceeds. The principles for the new project bond are listed in the Strategic Framing and Discussion section of this staff report.
3. Council and regional partners reaffirmed the revisions and refinements for the Step 2 capital grant allocation the Regional Flexible Funds. The Step 2 capital project funding is an important means of ensuring the vision defined in the RTP comes to fruition at the community scale. Over the years, these funds contributed to transformational community

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projects throughout the region. Continuing to provide funding for local jurisdiction projects that support the RTP goals locally is a key component of achieving the regional vision. After discussions with regional partners, Council supports adjustments to the existing Step 2 evaluation criteria, process, and cycle objectives in efforts to maintain the allocation of Regional Flexible Funds remain focused on RTP implementation. The proposed evaluation criteria, cycle objectives, and selection process for Step 2 applications reflects a balance of different considerations, including input received by partners, maintaining federal requirements, readiness for the federal aid process, and the RTP goals.

The 2028-2030 RFFA Program Direction to be adopted by Resolution No. 24-5415 follows the direction outlined and developed with Council and regional partner input.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Resolution No. 24-5415 supports Metro's goals to address racial equity, climate action, safe streets, mobility, and economy by making the most strategic investments into the region's transportation system. It continues the development of the region's multimodal transportation network, particularly on complete streets and investment into the region's transit system. By contributing future Regional Flexible Funds into a new project bond to invest in all aspects of the transit network, regional partners look to address the significant feedback heard during the adoption of the 2023 RTP to make greater progress towards the regional vision by expediting the implementation of the regional transit strategy. Demonstrated through the Climate Smart analysis, investment in the transit system has shown the greatest impact towards meeting the region's climate goals while also advancing other regional goals and policies including advancing equitable transportation, providing more mobility, and implementation of the region's 2040 growth strategy. The investments in regional transit projects also help provide jobs, support important economic sectors – such as construction – and opens the opportunity to advance complimentary Metro efforts, including the Construction Careers Pathway Program. Nonetheless, the transportation funding landscape is limited and making meaningful investment in the transit system requires major capital investments, which can be provided through a new project bond commitment of Regional Flexible Funds.

Experience from previous bond commitments and lessons learned demonstrate that through thoughtful planning and strong administrative practices, a new project bond has the ability to achieve positive outcomes and address multiple transportation needs despite taking on greater debt. As 2028-2030 RFFA program direction instructs Metro staff to develop a new project bond proposal for consideration by the region, it is necessary to outline parameters for the development of the new project bond agreed to by JPACT and the Metro Council. In efforts to outline the parameters, the following establishes the purposes a new project bond serves, consistent with previous project bond commitments undertaken with Regional Flexible Funds:

- A method to utilize regional revenues on regional or corridor scale transportation projects.
- Advance the ability to construct projects earlier than would otherwise be possible.
- Leverage significant discretionary federal revenue that will otherwise be allocated to other metropolitan areas.
- Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.

Principles for a New Project Bond

Based on input received, previous experience, and good administrative practices, development of a new bond proposal must address and balance the following principles:

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- The allocation of new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and the Metro allocation of Carbon Reduction Program funds.
- The new project bond size is to be guided by:
    - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include:
        - Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A)
        - On-going support for programmatic regional transportation investments (Step 1B)
        - Support for local capital projects that are impactful on regional outcomes (Step 2)
    - Attempts to maintain prior funding levels of existing Step 1B programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate for both) for forecasted revenues in 2028-2030.
    - Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to Step 1B programmatic investments and Step 2 capital projects in the case of revenues being less than forecasted in all future years impacted by the bonding.
    - Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.
- The projects identified for new project bond proceeds are a reasonable trade-off between the advantages of funding priority projects earlier than would otherwise be possible with the reduction in purchasing authority for future allocation cycles.
- The projects identified significantly and comprehensively advance the RTP investment priority outcomes of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.
- Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.
- Candidate projects proposed for bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.
- The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.

Furthermore, to achieve and implement the purpose and principles described above, regional and/or corridor-scale projects to be supported through the new project bond must be one or more of the following project types:

- Capital Investment Grants (CIG) projects or transit projects leveraging other federal funding
    - Regional contribution to funding plans of existing priority projects
    - Next Corridor funding
- First/last mile transit investments
    - includes safe access to transit
- Transit vehicle priority investments, such as Better Bus or transit signal priority improvements

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A draft summary work program for the new project bond development process for the 2028-2030 Regional Flexible Fund Allocation is attached.

1. **Known Opposition:** None known at this time. Some regional partners are cautious taking on a new bond commitment because of possible lack of flexibility to take advantage of opportunities in the future. Otherwise partners await the details on the process to identify which projects would be in contention to receive bond proceeds from a new project bond. But regional partners are in agreement with the effort to move forward with the program direction and begin both the new bond development process and Step 2 capital grant allocation.

2. **Policy Development Stakeholders:** Starting with input received during briefings with Metro Councilors, TPAC and JPACT developed the 2028-2030 RFFA program direction, using input received throughout winter to spring 2024. Additionally individual briefings with TPAC community representatives and non-profit partners were also undertaken. As requested, Metro staff also briefed and gathered input at coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.

   TPAC deliberated the 2028-2030 RFFA Program Direction asking procedural questions for the next steps and clarifications on the new project bond principles. After significant discussion, TPAC members put forward small amendments to clarify language and address minimum cost thresholds in the Step 2, both of which passed. With no further discussion TPAC recommended JPACT approve Resolution 24-5415 as amended and reflected in Exhibit A to Resolution 24-5415.

   JPACT further deliberated the draft 2028-2030 RFFA Program Direction at their June meeting. Input on the Program Direction emphasized considerations for the new project bond development in terms of the nominations of candidates, the evaluation criteria for projects under consideration for the bond, ensuring that the bond development process provides a fair chance for projects throughout the region be considered, and bond proceeds are provided to projects throughout the region. The input provided by JPACT will be considered and as applicable incorporated to the new project bond development process as Metro staff define the details on the process to share starting in July 2025.

3. **Legal Antecedents:** Updates the 2057-2027 Regional Flexible Funds Allocation Policy Report, adopted by Metro Council Resolution 21-5194 on September 9, 2021. Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.

4. **Anticipated Effects:** Adoption of this resolution will provide the program direction, objectives and procedures that will be used during the 2028-2030 Regional Flexible Fund Allocation process to: 1) develop a new project bond proposal to be approved by JPACT and adopted by the Metro Council; and 2) nominate, evaluate, and select projects to receive federal transportation funds as detailed in program direction document (Step 2).

5. **Financial Implications:** There are no impacts for Metro's current budget. This resolution proposes policy for determining future allocations. The amounts are illustrative and rely on a continuation of funding at historic levels with modest inflationary increases to maintain existing operating levels. The proposal maintains Step 1B funding for region-wide

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programs, regional planning, and MPO functions on the same proportion and requires the same 10.27 percent match from local participants. Final allocations will depend on available federal funding.

BACKGROUND

The 2028-2030 RFFA program direction builds upon previous RFFA direction established by JPACT and Metro Council. Updated to align with new regional policy from the 2023 RTP and the supportive modal and topical strategies, the program direction specifically focuses on the five RTP goals noted. It continues the two-step funding approach applied since the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas.

Through previous RFFA investments made under this two-step approach, the region has helped expand the MAX light rail and Portland Streetcar systems with planning and construction funding. It has provided funding to develop a pipeline of active transportation projects to be ready for future funding opportunities. It has supported highway bottleneck projects by targeting funding to associated arterial improvements. It has supported funding for system and demand management strategies and improving transit usage through housing and commercial investments. It has helped freight more reliably with improved safety for all users. Through the Step 2 capital investments to local jurisdictions, it has helped construct dozens of projects that help people walk, bicycle or access transit more safely and easier.

The 2028-2030 RFFA Program Direction continues investments in these key regional system needs, focusing on project outcomes that advance the RTP goals. New to the 2028-2030 RFFA cycle is the consideration of a new project bond for Step 1A. The nature of the new project bond proposal, developed in parallel with the Step 2 allocation process, will propose final allocation amounts and future commitments of Regional Flexible Funds. Project selection criteria for the Step 2 investments are intended to illustrate how projects perform in each of the RTP goal areas. Further work will be conducted during the summer of 2024 to develop performance measures relevant to each of the goals and to apply in the outcomes evaluation of candidate projects.

Adoption of Resolution No. 24-5415 enables staff to proceed with the next steps in the 2028-2030 RFFA process and maintain a timeline to have a final list of investments recommended by JPACT in the summer of calendar year 2025. Council consideration and action on a JPACT-approved project list is anticipated in July 2025. Maintaining this schedule is critical for the region to stay coordinated with the state's preparation of the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP), which is scheduled to be submitted to the federal Department of Transportation in the summer of 2026.

If the RFFA projects are not selected and approved for inclusion in the MTIP and STIP in a timely manner, the region's ability to spend federal transportation funds could be negatively impacted.

ATTACHMENTS

Resolution No. 24-5415
Exhibit A –2028-2030 RFFA Program Direction
New Project Bond Development Process | Work Plan Summary

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Exhibit A to Resolution 24-5415



Resolution 24-5415

2028-2030 Regional Flexible Fund Allocation program direction

June 2024

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INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the greater Portland, Oregon area, Metro is responsible for allocating and administering federal transportation dollars. Every three years, Metro conducts a process to select specific investments to make in the region's transportation system with these dollars. This process is known as the Regional Flexible Funds Allocation (RFFA). Allocating these funds is one of several activities required of MPOs, others being the development of the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), and the Unified Planning Work Plan (UPWP).

As part of the RFFA process, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council consider how the available funding can be used strategically to address needs identified through the RTP. The RTP establishes the vision, goals, and objectives for the Portland region's transportation system, as well as defines performance measures and an investment strategy to ensure progress is made towards creating the envisioned system. In particular, the RTP provides the policy framework to guide how specific sources of transportation funds should be coordinated in order to invest in all parts of the planned system.

JPACT and Metro Council adopted the most recent update of the RTP at the end of 2023. In the time spent developing the 2023 RTP, an extensive two-year outreach process resulted in nearly multiple touch points with community leaders, elected officials, racial justice advocates, business leaders, community organizations, and federal and state agency partners.

Through this work with the community and policymakers, the region reaffirmed the need to continue near-term capital and program investments to advance the previous RTP goals of : Equitable Transportation, Safe System, Climate Action and Resiliency, and Mobility Options. [1] In addition, a fifth goal area was added to the 2023 RTP focusing on Thriving Economy. These five goals directs how funding is to be prioritized through the 2028-2030 RFFA.

Along with adopting the 2023 RTP, JPACT and Metro Council also adopted a new model strategy for High Capacity Transit. The updated High Capacity Transit strategy more fully articulates the multi-modal regional transportation system and investments needed to improve the existing system, and complement the Regional Transportation Safety Strategy (2018), Region Transit Strategy (2018), Regional Freight Strategy (2018), Emerging Technology Strategy (2018), Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart Strategy (2014) and Regional Transportation System Management and Operations (2021). Collectively, these planning policy documents provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance the five goals outlined in the 2023 RTP.

The 2028-2030 RFFA Program Direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2023 RTP and the supportive modal and topical strategies, specifically focusing on the five goals noted above. It continues the two-step funding approach adopted in 2011 for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas.

[1] Metro Ordinance 23-1496

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Funding allocated in Step 1 represents the region's ongoing commitments to fund portions of the transportation system that are critical to following through on RTP-identified goals and objectives. Step 1 is represented by two components: Step 1A represents the region's commitment to repay bonds used to build portions of the region's transit system; Step 1B represents investments to support transportation programs and planning activities coordinated region-wide. These programs and planning activities advance federal, state, and regional requirements for building a multi-modal transportation system, meeting federal air quality regulations, and reducing greenhouse gas emissions from vehicles, per mandates from the state.

Funding allocated in Step 2 is for local capital projects with regional impacts. After significant deliberation, the allocation of Step 2 Regional Flexible Funds updates to the Step 2 framework, maintaining the single capital projects category and focuses on projects that improve the system in multiple ways, which was first utilized in the 2025-2027 RFFA cycle.

2023 REGIONAL TRANSPORTATION PLAN GOALS

The 2023 RTP serves as the blueprint for the regional transportation system for the next 25 years. It identifies on five interconnected goals – equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy – in which 17 supporting objectives and 16 performance measures and targets define and measures progress towards the region's aspirational system.

The 2023 RTP goals, objectives, and performance measures provide the policy directives for the 2028-2030 RFFA in shaping the process, setting key objectives for the allocation, establishing project eligibility and selection criteria.

2023 RTP Chapter 2 lays out this vision and includes 16 system performance measures to provide a basis for measuring expected performance of the plan in the long-term. Chapter 3 provides specific policy direction and priorities to guide investments to demonstrate the region's actions are following its commitments and demonstrate progress towards the Plan's implementation. The Plan's priorities for investment to achieve the five interconnected goals of the RTP are outlined in Chapter 6. In taking the policy and plan direction from the RTP, projects funded through the 2028-2030 RFFA are to align with the RTP prioritization of investments identified in Chapter 6.2.

The aim is at the end of the 2028-2030 RFFA process, the allocation of the approximate $150 million available in Regional Flexible Funds meets the objectives, policy directives, and investment prioritization of the RTP.

The RTP goals emerged from a multiyear discussion and identification of the region's most urgent transportation needs by regional policymakers. They guided the development and refinement of the 2023 RTP projects and programs financially constrained list and reflect direction from JPACT and Metro Council to prioritize near-term investments to address these priorities.

The five RTP Goals are:

- **Equitable Transportation:** Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

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- **Safe System:** Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
- **Climate Action and Resilience:** People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
- **Mobility Options:** People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
- **Thriving Economy:** Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

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STRATEGIC REGIONAL FUNDING APPROACH (INTERIM)

Since May 2009, the region has followed a strategic regional funding approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. JPACT developed this regional funding approach to provide a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The strategic approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. Utilized in the development of RFFA policies since the 2010-2013 MTIP cycle, the strategic approach is updated as needed to reflect current funding sources and planning policy. Additionally, as other available funding opportunities emerged since the 2010-2013 MTIP cycle, the strategic regional funding approach serves as a starting point for informing a regionally coordinated set of priorities to pursue those other funding opportunities. Recognizing the strategic regional funding approach has influenced the development of a coordinated regional list of capital investment priorities, tailored to the context of the funding opportunity – such as the 2020 regional transportation funding measure and the congressional request of regional priorities for appropriations earmarks – the 2028-2030 RFFA Program Direction follows the core principles of the strategic regional funding approach.[2][3]

Uses for regional flexible funds, as defined in the strategic regional funding approach include:[4]

- Active Transportation
- Arterial Expansion, Improvements, and Reconstruction[5]
- Throughway Expansion [6]
- High-capacity Transit Expansion
- Transportation System Management and Operations
- Regional Travel Options
- Transit Oriented Development

REGIONAL FLEXIBLE FUNDS ALLOCATION OBJECTIVES

In addition to directives from the Regional Transportation Plan and the strategic regional funding approach, the Regional Flexible Funds is obligated to meet necessary federal eligibility and administrative requirements, as they are fully comprised of federal surface transportation funds. Additionally state mandates, particularly centered around greenhouse gas emissions reduction and improving air quality also provide direction on the use of Regional Flexible Funds. As a result, the

[2] See Metro Council Resolution 16-4702.
[3] The strategic regional funding approach remains an interim approach as JPACT and the Metro Council begin discussions pertaining to transportation funding and revenues throughout 2024 with the intent of developing a set of transportation funding priorities.
[4] Most recent strategic regional transportation funding approach is from the 2027-2030 MTIP program direction.
[5] Limited to arterial freight facilities for ITS, small capital projects, and project development.
[6] Limited to project development with large discretionary funding leverage opportunities to address multiple transportation issues around the mainline facilities, focusing on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

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following objectives define how to conduct the RFFA process and define what outcomes to achieve with the overall allocation process to meet all necessary requirements.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
    a. To further support selecting projects from throughout the region, those projects awarded construction funding in Step 2 in the 2025-2027 cycle are ineligible to apply for funds in the 2028-2030 cycle.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than $10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3-2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
    a. Which may lead to different recommendations from the project delivery risks assessment that play a role in awarding funding and conditions of approval.
9. Identify opportunities for leveraging, coordinating, and collaboration.

Per RTP Equitable Transportation Policy 7 (Table 3.2.2.3), projects and programs funded through the RFFA should demonstrate support of family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.

2028-2030 REGIONAL FLEXIBLE FUNDS STRUCTURE

The 2028-2030 RFFA follows the two-step framework the region has followed starting with the 2014-2015 allocation process. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives.

A total of $153 million is projected to be allocated in the 2028-2030 federal fiscal years. Funding amounts for each of the funding areas is as shown in Table 2 below.

Table 2: Total 2025-2027 Regional Flexible Funds

Step 1A: Transit & Project Development Bond Repayment Commitment	$51.78 million
Step 1A: *New Bond Commitment (pending approval)*	$ TBD

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Step 1B: Region-wide Program Investments, Planning	$40,557,783
Step 2: Capital Investments	$ TBD based Step 1A New bond commitment
Total 2028-2030 RFFA	**$153 million** (estimate as of spring 2024)

Step 1 consists of two funding focus areas. Step 1A repays bonds issued to develop and construct key elements of the region's multi-modal system, with particular emphasis on the transit network. Step 1B targets funding towards key system investment needs and ensures the region has capacity to follow federal planning requirements and can respond to and plan for future system opportunities. The region is interested in pursuing a new project bond for Step 1A for the 2028-2030 RFFA cycle. Further described in the following section, the nature of the new project bond will determine the final amounts allocated between Step 1A and Step 2. The allocation for Step 1B remains.

Step 2 provides capital project funding to develop and construct improvements to the regional system. The focus of these project funds is on completing gaps or improving the active transportation system, address crashes and safety hazards, and making strategic improvements to support a healthy economy

Step 1A – Bond Repayment Commitments



Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The region's current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop.

In the 2019-2021 RFFA process, JPACT and Metro Council directed regional funding to be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay. This decision was in advance of the

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Oregon State Legislature adopting House Bill 2017, which placed further investment statewide in the transportation network.

Regional flexible funds were used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. For projects coordinated with freeway mainline and associated interchange elements, flexible funds were invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities and focused on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

The past decisions on the Regional Flexible Fund Allocation committed future Regional Flexible Fund dollars to project bond repayment in effort to advance financial resources to delivery larger capital projects earlier and capitalize on federal funding opportunities. As a result, the region remains committed to bond repayment through 2034 for transit and project development are shown below in Table 3. Pending funding to be allocated in the 2028-2030 RFFA cycle is highlighted in blue.

Table 3: Regional bond repayment commitment schedule

Federal Fiscal year	Amount (millions)
2025	$21.78*
2026	$21.76*
2027	$21.74*
2028	$17.28
2029	$17.26
2030	$17.24
2031	$17.22
2032	$17.19
2033	$17.17
2034	$17.15

** Amount due in each of the three years of the 28-30 RFFA cycle*

For the 2028-2030 timeframe, the region's scheduled bond repayments are $51.78 million in total. This is a decrease from the 2025-2027 RFFA timeframe where the total scheduled bond repayments are $65.28 million. The net difference between the two RFFA cycles is $13.5 million newly unencumbered towards project bond repayments.

Recognizing the transportation needs of the region, the increased funding capacity starting in 2028 opened a discussion as to whether the region should consider a new project bond commitment of Regional Flexible Funds to implement regional or corridor scale projects to advance Regional Transportation Plan goals and outcomes. Over the course of the 2028-2030 RFFA program direction development, input and feedback from regional partners indicated a desire to pursue a new project bond in exchange for committing future Regional Flexible Funds. However, regional partners also expressed caution as committing future funding provides less flexibility in latter cycles to invest into emerging transportation needs. To address this feedback and additional

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direction, the purpose and principles was developed as described in Table 4. The development of the list of projects and programs to receive bond proceeds are set to be developed in parallel with the Step 2 process. A proposal to identify and select candidate projects for the new project bond will come forward with regional partners after the adoption of the 2028-2030 RFFA program direction.

Table 4. Purpose, Principles, and Project Category Themes for a New Project Bond (beginning the 2028-2030 Regional Flexible Fund Allocation)

Purpose	A method to utilize regional revenues on regional or corridor scale projects.
	Advance the ability to construct projects earlier than would otherwise be possible.
	Leverage significant discretionary revenue that will otherwise be allocated to other metropolitan areas.
	Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.
Principles	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and the Metro allocation of Carbon Reduction Program funds.
	• The new project bond size is to be guided by: - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include: ▪ Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A) ▪ On-going support for programmatic regional transportation investments (Step 1B) ▪ Support for local capital projects that are impactful on regional outcomes (Step 2) - Attempts to maintain prior funding levels of existing Step 1B programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate for both) for forecasted revenues in 2028-2030. - Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to other Step 1B programmatic investments and Step 2 capital projects in the case of revenues being less than forecasted in all future years impacted by the bonding. - Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.
	The projects identified for a new project bond proceeds are a reasonable trade-off between the advantages of funding priority projects earlier than

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	would otherwise be possible with the reduction in purchasing authority for future allocation cycles.
	The identified projects significantly and comprehensively advance the RTP goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.
	The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.

Furthermore, to achieve and implement the purpose and principles described above, regional and/or corridor-scale projects to be supported through the new project bond must be one or more of the following project types:

- Capital Investment Grants (CIG) projects or transit projects leveraging other federal funding
    - Regional contribution to funding plans of existing priority projects
    - Next Corridor funding
- First/last mile transit investments
    - includes safe access to transit
- Transit vehicle priority investments, such as Better Bus or transit signal priority improvements

Bond repayment commitments for the 2028-2030 RFFA cycle are:

Bond Repayment Commitment	**$51,780,000**
New Project Bond Repayment Commitment	**$ To be determined**

Step 1B – Region-wide program investments, MPO and regional planning

Region-wide program investments

Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:

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- **Regional Travel Options/Safe Routes to School –** Grant program that supports local jurisdictional and non-governmental organization partners' public outreach and encouragement work that helps people of all ages reduce automobile use and increase travel by transit, ridesharing, bicycling, and walking. Funding also supports research, measurement and partner coordination activities.
- Grants to local partners that support public outreach and encouragement, to help people reduce automobile use and travel by transit, ridesharing, bicycling or walking, and to build a coordinated regional Safe Routes to School program
- **Transit Oriented Development –** Grant program to help stimulate private development of higher-density, affordable and mixed-use projects near transit, invest into urban living infrastructure - such as early childhood learning centers, grocery stores, community cultural spaces, and employment resource centers – that benefit low-income community members and people of color, and to acquire land for future affordable housing development all within proximity to frequent service transit to increase the use of the region's transit system and advance the Region 2040 Growth Concept.
- **Transportation System Management and Operations –** Funding focused on projects and coordination activities to improve the region's transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently.

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels which includes an annual 3% increase to address increasing program costs and maintain purchasing power. The region-wide programs are reviewed in each RFFA cycle. TPAC was presented an overview and highlights at the February and April 2024 workshop meetings.

Region-wide program investments for the 2028-2030 RFFA cycle are:

Regional Travel Options/Safe Routes to School (RTO/SRTS)	**$12,131,862**
Transit Oriented Development (TOD)	**$12,900,856**
Transportation System Management and Operations (TSMO)	**$7,586,478**

c. MPO, Freight, Economic Development, Corridor and System Planning

Regional funds are used to support planning, analysis and management work required of an MPO. JPACT and Metro Council have directed Regional Flexible Funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of the region's transportation investments.

Planning-related funding commitments for the 2028-2030 RFFA cycle are:

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MPO Planning (in lieu of dues)	**$5,169,460**
Corridor and System Planning	**$2,791,973**

Step 2 – Capital Investments

The 2028-2030 RFFA program direction retains the single Step 2 capital projects category and maintains the same focus on local projects with regional impact that improve the region's active transportation network and supporting freight mobility and economic outcomes.

JPACT and Metro Council continue to direct a strategic approach is followed to allocating Step 2 funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the 2023 Regional Transportation Plan goals
- Prioritizes catalytic investments
    - leveraging large benefits or new funding
- Positions the region to take advantage of federal and state funding opportunities as they arise



In the development of the 2028-2030 RFFA program direction, participants largely supported the structure for Step 2 utilized in the 2025-2027 RFFA cycle. However, members of TPAC indicated a need some refinements to the Step 2 process and evaluation criteria. Already knowing the Step 2 evaluation criteria would require refinements to align to the 2023 RTP, the emphasis and focus on Step 2 has largely centered on refinements. From February through April 2024, Metro staff gathered input to help inform the refinements necessary for Step 2. After assessing the feedback and comments, the three main themes emerged: 1) a desire for more technical assistance throughout the Step 2 application process; 2) greater context sensitive consideration in the evaluation of Step 2 applications; and 3) ensuring Step 2 Regional Flexible Funds are awarded across the region.

The two themes provided through the April 2024 combined with input heard with the adoption of the Regional Transportation Plan comprises the refinements for Step 2 in the 2028-2030 RFFA cycle. The refinements are described further in the following sections.

These refinements are to support result in projects that achieve multiple outcomes and lead to better outcomes in implementing the five goals outlined in the 2023 RTP.

Step 2 Evaluation Criteria

The criteria shown below in Table 4 (center column) serve as the evaluation standards for the applications received and in consideration for Step 2 funding. The criteria illustrate the region's

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commitment to invest to advance the 2023 RTP goals and priorities. Projects that perform well in the outcomes evaluation will demonstrate significant and measurable improvements in each of these criteria.

Table 5: Step 2 Project Evaluation Criteria

RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
Equitable Transportation – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.	• Increased accessibility • Increased access to affordable travel options • Meets a transportation need identified by the community	• Project makes improvements in an Equity Focus Area (EFA) • Improves access to community places for Black, Indigenous, and People of Color (BIPOC), and underserved communities ○ E.g. Closes active transportation gaps or substandard facilities along frequent transit lines and stations in EFAs ○ E.g. Active transportation and/or regional trail network system completeness contribution in EFA • Makes active transportation improvements in area with poor community health outcomes • Improves access to low and middle wage jobs • Removes, reduces disparities and barriers (jobs, transit, services for equity communities) • Demonstrated transportation project was/is identified by community as a priority • Improves access in area with high lack of access to vehicle/high housing + transportation burden

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RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
Safe System – Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.	• Reduced fatal and serious injury crashes for all modes of travel	• Project location is designated as a priority for safety improvements • Scope of project is to address a known safety issue and uses proven safety countermeasures or higher quality design • Improve safety and mitigates for potential traffic congestion occurred through incident management in an area identified as a high crash location • Design elements prioritize safety with a hierarchy of users based on the project facility's designated design classification • Project is within 1 mile (or designated walking zone) of a K-12 school
Climate Action and Resilience – People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.	• Reduced emissions from vehicles • Reduced drive alone trips • Reduces impacts/mitigates for weather events (e.g. flood, heat) • Increases stability of existing critical transportation infrastructure	• Provides/increases transit option, biking/walking • Improves system management via technology • Improves/adds street connectivity • Integrates transportation demand management strategies (outside of TSMO) • In/supports development patterns of a designated 2040 priority Land Use center or corridor • Addresses environmental hazard (e.g. stormwater

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RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
		runoff/wetness index, tree canopy) • Addresses an Emergency Transportation Route • Decreases impervious surface • Increases tree canopy
Mobility Options – People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming	• Increased reliability • Increased travel and land use efficiency • Increased travel options • Reduced drive alone trips	• Increases reliability and efficiency for all travel modes • Improves transit reliability • Increases reliability by removing a barrier on regional freight system • Improves/adds street connectivity • Provides/increases transportation option
Thriving Economy – Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.	• Increased access to jobs • Increased access to centers • Increased access to industrial and transport facilities	• Supports/increases industrial/commercial developability • In/supports development patterns of a designated 2040 priority Land Use center or corridor • Provides/increases access to Target Industries (see Economic Value Atlas) • Increases multimodal mobility and access to industrial and transport facilities
Design* - Supporting the implementation of livable streets and trails that advance the region towards the 2040 Growth Concept vision and	• Design clearly demonstrates prioritized values/objectives of the project appropriate to context and	• In/supports future desired development of a designated 2040 priority Land Use center or corridor • Design elements prioritize pedestrian and bicycle access,

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RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
regional transportation system vision.	facility/design classification • Design implements 2040 Growth Concept • Design reflects outcomes of performance-based planning and design	mobility and safety and other functions based on the project facility's designated design classification • Project design represents the best possible improvement in project area, based on functional and design classification and contextual constraints.

*Indicates the evaluation criteria is not specifically a goal area identified by the 2023 Regional Transportation Plan.

Further staff work will take place during the summer of 2024 to finalize the Step 2 performance measures (furthest right column in Table 4) and provide additional guidance to applicants prior to the Call for Projects in September 2024. The performance measures listed above are examples and may not completely reflect the final performance measures utilized in the evaluation of candidates for Step 2 funding. Metro will present proposed performance measures at an upcoming TPAC workshop for further comment and clarification.

The evaluation will measure how completely, and thoroughly proposed projects address the criteria. The analysis will include both quantitative and qualitative measures to provide decision-makers with a well-rounded understanding of the proposed project's attributes and improvements to the regional system.

Depending on the pool of candidate projects submitted for consideration, additional emphasis of select performance measures or criteria may be required to ensure there is an adequate pool of eligible projects to utilize the different sources of federal funding which comprises the Regional Flexible Funds, particularly the use of Congestion Mitigation/Air Quality (CMAQ) funds.

Step 2 Cycle Objectives and Process Refinements

Upon action taken by JPACT and the Metro Council to allocate federal Redistribution funding in Summer 2024, the region will develop a process to provide application assistance to local jurisdictions for the Step 2 allocation. The details of the application assistance are in development, but based on staffing and funding availability to date, the known eligibility process elements for the application assistance include:

- Instituting a pre-application window prior and letter of intent to apply prior to the opening of the Step 2 application.
    - All eligible jurisdictions or agencies intending to apply for funding in the Step 2 application process are required to submit a letter of intent to apply.
    - Those jurisdictions eligible for application assistance must indicate during the pre-application window request for assistance.

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In efforts to respond to the feedback from the RTP and regional partners desire to see Regional Flexible Funds invested across the region, the following cycle objectives and eligibility requirements are new to the 2028-2030 RFFA Step 2 cycle:

- Projects which received funding for construction in the 2025-2027 RFFA cycle are ineligible for applying for the upcoming cycle.
    - Projects which received project development funding in the 2025-2027 RFFA cycle would remain eligible.
- Increase the minimum funding request for project development work from $500,000 to $700,000
- Increase the minimum funding request for capital projects from $3 million to $4 million

Further staff work will take place during the summer of 2024 to define further the process for the Step 2 allocation. The proposer's handbook available prior to the opening of the Step 2 Call for Projects will provide the details for the Step 2 process and provide further information on the outcomes evaluation and project delivery risk assessment for the purposes of supporting applicants in developing competitive applications.

TOTAL Step 2: **$ To Be Determined**
(dependent upon new project bond outcome, but estimated range from $47 - $60 million)

STEP 2 PROJECT SELECTION PROCESS

All project funding proposals received in the Step 2 Capital Project category will be considered for selection using the following process:

Pre-Application Window – A pre-application window will take place prior to the Proposer Workshop(s) and Call for Projects (see below). Interested local jurisdictions and agencies will be asked to submit a letter of intention to apply during the pre-application window. One letter submitted by the jurisdiction or agency will suffice. As part of the letter, jurisdictions and agencies are to include a small number of details, such as project title and short description, draft project cost estimate and funding request, and whether the project seeks full funding through construction or project development funding only. More than one candidate project can be indicated in the letter.

In addition, those local jurisdictions and agencies eligible for application assistance will be asked to nominate themselves during the pre-application window.

Further detail outlining the Pre-Application Window and next steps for Step 2 are to be released in July 2024. The Pre-Application Window is tentatively scheduled for August 2024.

Proposer Workshop – Prior to the Call for Projects, Metro will hold at a minimum of one, but possibly more proposer's workshop(s). The purpose of the workshop is to clarify the application and evaluation approach to help proposers prepare thorough project proposals that fully demonstrate project benefits and system improvements. Additional workshops may be held on specific areas of the application. An example may include a workshop focused on the questions to inform the Project Delivery Risk Assessment. The desired outcome is to ensure proposers understand how criteria will be used to evaluate their

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project and understand what factors will be reviewed in determining the thoroughness of the project's scope, budget and timeline.

Call for Projects – Metro will issue the call for project proposals in September 2024. Applicants will have approximately nine weeks to complete proposals, which are due in November 2024.

Outcomes Evaluation – A work group will review and rate the submitted proposed projects. Proposals will receive an evaluation score reflecting how well the project addresses the criteria. In addition to this quantitative analysis, the evaluation will also include qualitative information to reflect attributes about each project that may not be reflected in a strict numerical score.

By presenting both quantitative and qualitative information, decision-makers and the public can better understand the technical merits of projects, which will help to better inform the regional decision-making process.

Project Delivery Risk Assessment – To ensure that RFFA-funded projects can be delivered as proposed, on time, within budget, and make it through the federal aid process, Metro will conduct a project delivery risk assessment on each candidate and issue a report documenting the findings. Candidates will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project completion within the 2028-2030 timeframe. An opportunity for clarifications on questions will be provided to candidates before issuing final findings. Recommendations from the Project Delivery Risk Assessment will inform conditions of approval and/or required early project development activities if the candidate project is awarded Regional Flexible Funds.

This report will be made publicly available and used as a part of the regional decision-making process.

The Outcomes Evaluation and Project Delivery Risk Assessment processes will occur concurrently in December 2024 – March 2025.

Public Comment – Following issuance of the Outcomes Evaluation and Project Delivery Risk Assessment reports, Metro will conduct a 30-day public comment period in period between March through April 2025, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Outcome Evaluation and Project Delivery Risk Assessment reports to inform the final 2028-2030 RFFA decision making process.

County Coordinating Committee/City of Portland Recommendations – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the TPAC action to recommend a package of projects to JPACT.

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TPAC/JPACT Discussion and Action – Following the above information gathering steps, TPAC will be asked to consider and discuss the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation and will be requested to take action to refer a package of projects to Metro Council in July 2025.

Council Action – Metro Council will consider and take action on the JPACT-referred package in July 2025.

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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.

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Auditor
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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New project bond development process | Work plan summary

2028-30 Regional Flexible Fund Allocation

DRAFT

Process communication → **Candidate project identification** → **Project evaluation and scenarios assessment** → **Proposal selection and public comment** → **Adoption**

Communications and engagement

June to July 2024

Adopt program direction for 28-30 RFFA.

Communicate to regional partners the process and next steps for the new project bond development.

- Includes candidate project identification, evaluation and bond scenarios assessment, public comment and refinement, and details on the adoption process.

Aug. to Oct. 2024

Conversations with jurisdictional partners on candidate projects meeting the new bond project category themes and bond principles.

Provide summary of candidate projects identified for consideration.

Apply first screening criteria to determine which candidate projects will move forward for evaluation.

Collect necessary information on candidate projects moving forward for evaluation.

Oct. 2024 to Jan. 2025

Evaluate candidate projects relative to purpose and principles identified in RFFA program direction and ability to implement RTP policy objectives and goals.

Evaluate candidate projects according to delivery readiness, risks, and funding.

Build package options (aka scenarios) considering project category themes and assess bond size, funding availability schedule, debt repayment schedule, and updated revenue estimates.

Refinements to bond scenarios according to bond principles and balancing evaluation factors.

Feb. to April 2025

Identify a preferred bond scenario as draft proposal to release for public comment.

Release and gather feedback on bond proposal and candidate projects through public comment.

Develop the public comment report on feedback received.

Coordinating committees opportunity to comment on bond proposal content

Report out public comment summary.

May to July 2025

Metro staff develop refinements considering comments received and drafts recommendation to TPAC.

TPAC deliberation on comments received and Metro staff recommendation.

TPAC recommendation to JPACT on new project bond proposal.

JPACT deliberation and recommendation on new project bond proposal to Metro Council.

Metro Council action on new bond proposal.

Deliverables

Adopted 2028-30 RFFA program direction

Summary and screened selection of candidate projects to move forward in evaluation

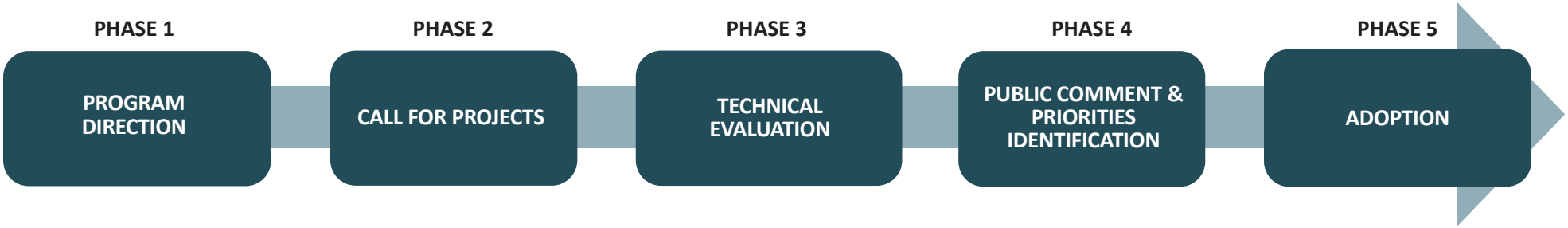
Summary report of evaluation, readiness/ risk assessment and bond package options analysis results

Public comment report on the new project bond

Adopted 2028-30 RFFA including Step 1A (in full); Step 1B, and Step 2 project awards

Attachment 1

2028-2030 REGIONAL FLEXIBLE FUND ALLOCATION
work plan summary at-a-glance



EARLY 2024- SPRING 2024

Overview of existing RFFA program direction. Identify areas to update and entertain proposals

Gather input and feedback on the 28-30 RFFA program direction based on updated regional policies, data, and other transportation efforts

Provide initial draft estimate of 28-30 RFFA

Request recommendation and adoption through engagement committees (TPAC, JPACT) and Metro Council

Adopt program direction for 28-30 RFFA

FALL 2024

Open Step 2 Call for Projects

- Solicit and receive project proposals from local jurisdictions and regional agencies
  - o Coordinating committee engagement
  - o Interested parties engagement in selecting projects for application
- Hold proposers workshops

Preparation for application receipt and the technical evaluation

WINTER 2024- EARLY 2025

Summarize applications submitted for consideration and report out to committees

Evaluate applications relative to implementing policy objectives and advancing regional outcomes

Conduct risk assessment of applications

Report out of technical evaluation results and risk assessment on Step 2 applications

EARLY 2025

Release and gather feedback on the 2028-30 RFFA candidate projects through public comment

Develop the public comment report on feedback received

Coordinating committees identify recommendations for sub-regional priorities to forward on to JPACT and Metro Council

Report out on public comment and sub-regional priorities

SPRING-SUMMER 2025

TPAC deliberation on public comment, sub-regional priorities, and technical evaluation.

TPAC recommendation on Step 2 allocation and awards

JPACT deliberation of TPAC recommendation and recommendation on Step 2 allocation and awards to Metro Council

Request adoption of JPACT recommendation to Metro Council

DELIVERABLES

Adopted 2028-30 RFFA Program Direction

Application materials packet

Technical evaluation and risk assessment results of applications in consideration

Public comment report on the 2028-30 RFFA

Identification of sub-regional priorities

Adopted 2028-30 RFFA

Date: Thursday, July 11, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation – Next Steps

Purpose: To JPACT an overview of the next steps in the new project bond development process for the 2028-2030 Regional Flexible Fund Allocation.

Background
The Regional Flexible Funds are one source of the region's transportation funding, though they represent a small (~5%) percentage of the total funding spent on transportation across the region. Comprised of federal surface transportation funds provided by the federal government, the allocation of the Regional Flexible funds is one of Metro's requirements as a federally designated metropolitan planning organization (MPO) to carry out the metropolitan planning process. In February 2024, Metro kicked off the 2028-2030 RFFA process with the development of the Program Direction to establish the key objectives and framework for the allocation process. After significant input from regional partners, in June 2024 TPAC and JPACT took action to approve the 2028-2030 RFFA Program Direction. As part of that action, Metro staff enters the next phase of the 2028-2030 RFFA process, which includes the development of a new project bond and beginning the Step 2 allocation process.

2028-2030 RFFA – New Project Bond Development Process
This memorandum focuses on the next steps for the new project bond development. For information regarding the next steps for the Regional Flexible Funds Step 2 allocation, please refer to the July 12th TPAC memorandum of next steps.

JPACT Role
As briefly mentioned at the June 20th meeting, JPACT will play a key role in New Project Bond at two key points in the development. These key points are:

- February-March 2025 – Approval to release the New Project Bond proposal for public comment
- July 2025 – Approval of the 2028-2030 Regional Flexible Fund Allocation – including the New Project Bond (Step 1A.1) and Step 2.

Members of JPACT, as leadership of local jurisdictions or agencies, may further play a role in the New Project Bond by nominating candidate projects for consideration for bond proceeds. Metro staff will continue to keep JPACT informed over the course of the next 8-9 months as the New Project Bond development activities progress.

Development Activities
Illustrated in the At-A-Glance work plan summary, the New Project Bond development will take place over a handful phases over the course of the next 12 months. Short descriptions of the phases are provided in the following sections and Table 1 summarizes the key dates for the development of the new project bond. For a further in-depth description of the New Project Bond development, please refer to the July 12th TPAC memorandum.

<u>Candidate Nominations</u>
The candidate nomination process for the New Project Bond will begin towards the end of July. The nomination process will differ for the individual project categories identified in the Program

Direction. To the extent possible the nomination process for the New Project Bond will coordinate and stagger activities with the Step 2 Call for Projects process.

Project nominations will initially be screened for consistency with the purpose and principles that are described in the 2028-30 RFFA Program Direction. Sponsors of nominated projects which are not consistent with the Program Direction will be notified and Metro staff may recommend other potential funding opportunities to pursue, some of which may be timely (i.e. Step 2 allocation, ODOT's Community Paths funding program).

Project Evaluation and Bond Scenarios Assessment

Following the screening, candidate projects remaining will undergo a three part project evaluation assessing: 1) how well the project meets the New Project Bond purpose and principles; 2) how well the project demonstrably the RTP goals; and 3) the readiness and likelihood of implementation.

In parallel to the project nomination process, Metro staff will conduct more detailed financial analysis of options for generation of bond revenues. This analysis will be utilized to develop options for the size of bond revenues and their associated debt repayment schedule while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios. Once the bond scenario analysis is complete, the bond scenario assessment results will be shared with TPAC, JPACT, and Metro Council. The committees will have the opportunity to provide input and/or recommendations as they deliberate composing the preferred bond scenario/proposal.

Preferred Bond Scenario/Proposal Selection and Public Comment

The results of the bond scenarios assessment will be presented at TPAC and JPACT, possibly with or without a Metro staff recommendation. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario and/or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario must be assessed one last time in efforts to assure the size, schedule of repayment, and funding availability meet the bond principles. At the following meeting, Metro staff will request TPAC and JPACT to consider releasing the preferred bond scenario/proposal for public comment.

The New Project Bond and Step 2 will converge together at the public comment period, where the public comment will solicit whether there is general support for the overarching bond proposal package. Following the public comment period, a summary and public comment report with responses and, as appropriate, recommendations in response to comments will be available for TPAC and JPACT for the deliberations.

Adoption

Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal (with or without recommendations). Any additions or significant changes via an amendment at this stage will result or be subject to re-evaluate the preferred bond scenario for policy objectives and financial analysis. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

Table 1. 2028-2030 RFFA – New Project Bond Development – Key Dates

Activity	Date
Process communication	July 12 & 18, 2024
One-on-one discussions on large transit capital leverage projects	Late July – September 2024
Nominations open for access to transit/safe access and transit vehicle priority projects	July 26, 2024
Nominations due for access to transit/safe access and transit vehicle priority projects	September 6, 2024
Summary of screening assessment and results	October 4, 2024
Notification for projects remaining in contention to move forward	October 4, 2024
Deadline for candidate projects to submit necessary project information for evaluation	October 18, 2024
Candidate project evaluation	October – November 2024
Candidate project evaluation results and summary	December 6, 2024 (tentative)
Bond scenarios development and assessment	December 2024 – January 2025
Bond scenarios results and TPAC input on preferred bond scenario	February 7, 2025
Bond scenario results and JPACT input on a preferred bond scenario	February 20, 2025
Request TPAC action to release recommended preferred bond scenario/proposal	March 7, 2025
Request JPACT action to release recommended preferred bond scenario/proposal	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)
2028-2030 RFFA public hearing/testimony	April 17, 2025 (tentative)
2028-2030 RFFA public comment closes	April 28, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT	May 15, 2025 (tentative)
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

Questions

1. What questions does JPACT have in regard to the new project bond development activities?

2028-30 Regional Flexible Funds Allocation (RFFA) – Next Steps – New Project Bond

JPACT

July 18, 2024



Overview

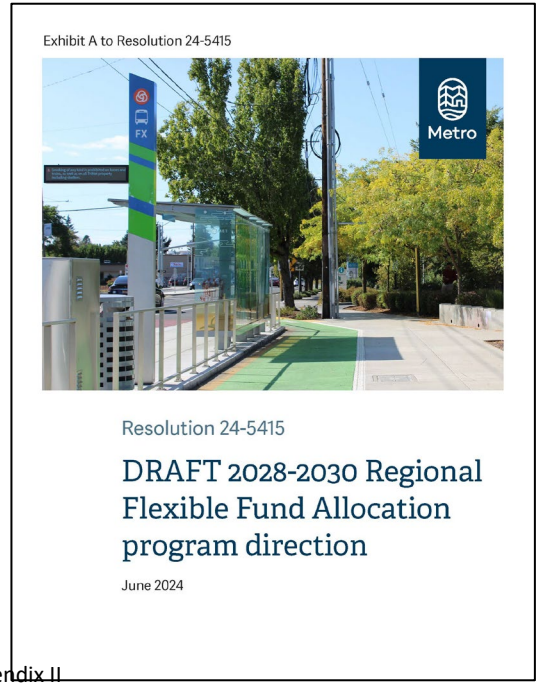
2028-2030 Regional Flexible Fund Allocation

Federal funds

- 5% transportation $
- Estimated $153M
  - ~$93M committed

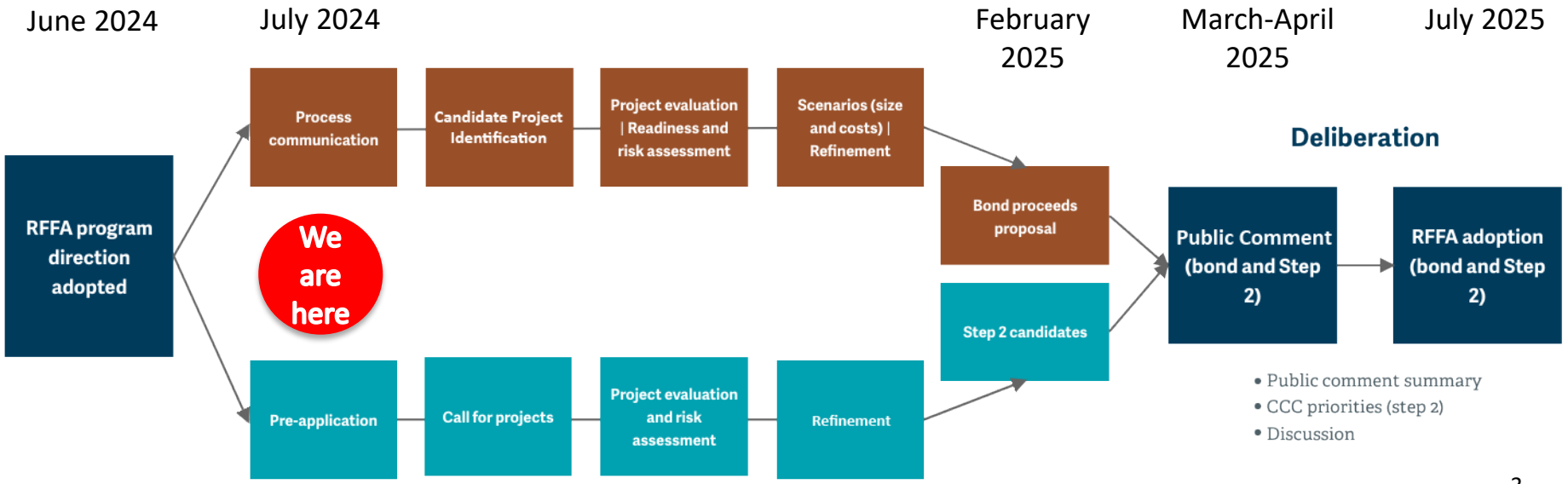
Allocation categories

- Step 1A – bond repayment
- Step 1A.1 – new project bond
- Step 1B – regionwide programs & planning
- Step 2 – local projects

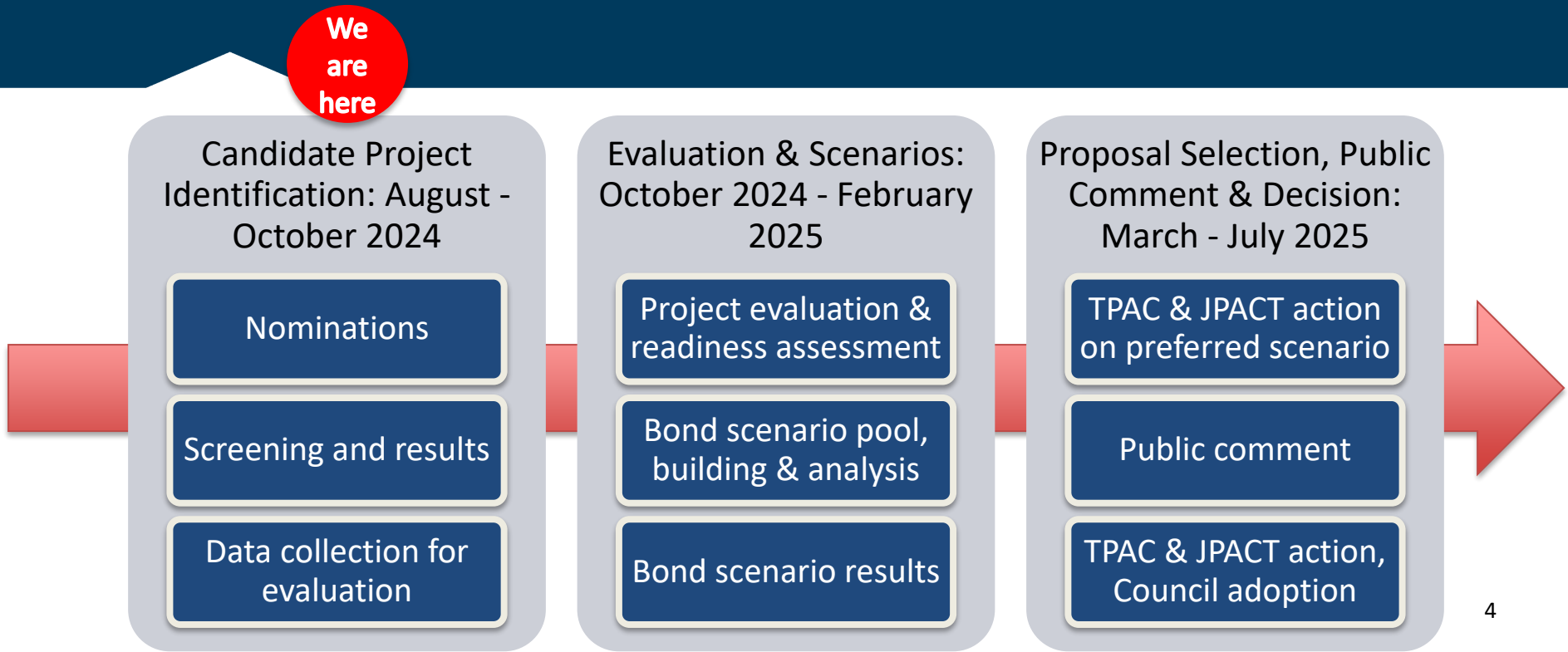


Region's intent on how to expend Flexible Funds to advance regional policy objectives

Where we are: 28-30 RFFA Process



Where we are: 2028-30 RFFA Process



Candidate Project Identification Details

- Nominations based on project category
  - Capital Investment Grant (CIG)/Large Transit Capital Leverage – schedule Metro conversation
  - First/Last Mile/Safe Access to Transit & Transit Vehicle Priority – Application-based
- Minimum requirements
  - RTP financially constrained, documented agreement by necessary partners, cost thresholds (for certain project categories)
- Key Dates & Application Considerations
  - Key dates: Nominations open July 26. Nominations close September 6.
  - Applications show: 1) alignment with bond purpose and principles; 2) clear scope, schedule, budget, and path to implementation; 3) advance RTP goals; 4) leveraging ability and matching funds



Project Evaluation & Bond Scenarios Analysis Details

Project Evaluation

- Meets purpose and principles
- Meaningful impact
- Readiness

Bond Scenarios Analysis

- High rated projects included in bond scenarios analysis
- Investments across categories and across the region
- Financial analysis

Key dates: Evaluation results: 12/6; Bond Scenario results: 2/7

Proposal Selection & Public Comment Key Dates

TPAC & JPACT deliberations: February 2025

TPAC & JPACT recommendation: March 2025

Public Comment: March 24 – April 28, 2025



Deliberation & Decision Key Dates

Public Comment summary and responses: May 15, 2025

TPAC & JPACT deliberations: June 2025

TPAC & JPACT recommendation: July 2025

Metro Council: July 2025



Committee Roadshow

Partner	Feedback Opportunity
TPAC	2024 – July, October, December 2025 – February, March, June, July
JPACT	2024 – July, October 2025 – February, March, June, July
Coordinating Committees & TACs	By request C4 – July 17

Questions? Comments

Contact: Grace Cho
grace.cho@oregonmetro.gov

oregonmetro.gov/rffa

Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Date: Thursday, December 12, 2024

To: Joint Policy Advisory Committee on Transportation and Interested Parties

From: Grace Cho, Principal Transportation Planner
Noel Mickelberry, Senior Transportation Planner

Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Results, Concepts Input, and Next Steps

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Purpose: Three parts:

- Provide an overview of the performance evaluation & project delivery assessment results for the candidate projects in consideration.
- Gather JPACT input on concepts/themes to build potential bond scenarios,
- To provide an overview of the next steps in the 28-30 Regional Flexible Fund Allocation new project bond development process (Step 1A.1).

Background & Current Place in Development:
As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After a project nomination period was held a total of nine (9) bond nominations moved forward to undergo the candidate project evaluation, in which the results are being shared with JPACT. With the resulting information JPACT members are also asked to give input towards concepts/themes as direction to Metro staff in developing bond scenarios for financial assessment. The input will get utilized to shape the next part of the new project bond development process as described below.

2028-2030 RFFA Step 1A.1: Getting to a Preferred Bond Scenario
The three technical pieces shared today (highlighted) as well as the input on the concepts/themes (highlighted) for the bond scenarios are among several pieces of information to inform and shape bond scenarios and an eventual preferred bond scenario/proposal for consideration by TPAC, JPACT, and Metro Council. These are:

- Technical Information
  - Performance evaluation
    - Bond purpose and principles
    - Regional Transportation Plan (RTP) goals and outcomes
  - Project delivery assessment
  - Financial assessment of bond scenarios
- Financial, Administrative, and Regulatory
  - Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)
  - Regulatory and economic outlook
- Policy Direction
  - Objectives of the 28-30 RFFA Program Direction are met
- Partner and Public Input
  - TPAC, JPACT, and Metro Council input bond scenario themes/concepts
  - Public comment
  - TPAC, JPACT, and Metro Council input on local priorities

Candidate Project Evaluation Overview

The candidate project consists of three separate evaluations which assesses 1) the consistency towards the bond purpose and principles; 2) the performance towards advancing Regional Transportation Plan (RTP) goals and outcomes; and 3) project delivery challenges outstanding. The purpose of the first two evaluations – comprising the performance evaluation – is not to rank projects, but to instead assess the relative performance by measure and to use the information as one input within the larger discussion of the candidate projects for the bond scenario phase.

Each project was evaluated based on the associated measures for each evaluation shown in Table 1. For the performance evaluation methodology, each measure was weighted equally and each received five (5) total points. Each measure had a quantitative or geospatial analysis element assessed using the specific project characteristics as well as a qualitative element assessed based on application and supplemental materials. The RTP goal advancement assessment applied the RTP goals and outcomes in relation to transit, given the program direction focus on transit. A map and summary of the candidate project applications can be found in Attachment 1.

Metro staff conducted the first two evaluations and utilized an external firm to conduct a project delivery assessment. The candidate project evaluation was conducted from late October through November 2024. Specifically in the bond purpose and principles consistency evaluation, the results are based on historic precedence of federal surface transportation programs. As new information emerges through the development process, the aim is to incorporate it into the bond development considerations.

Table 1. Evaluation Measures for the Three Part Candidate Project Evaluation

Technical Evaluation Component	**Measure**	**Evaluation Results**
Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
	Leverage significant discretionary funding	
	Advance ability to construct projects early	
	Consideration of funding strategy and request relative to other available funding sources	
RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	
Project Delivery Assessment	Planning	One qualitative rating for overall project delivery assessment
	Partnerships and Support	
	Environmental Considerations	
	Preliminary Engineering and Design	
	Construction	

Candidate Project Evaluation Results and Draft Findings

Table 2. is a summary of the evaluation results by the individual measures for performance evaluation and project delivery assessment organized by the category the project was nominated. Table 3. is a summary of all projects and their ratings on each measure for the three evaluations and by nomination categories. Included as Attachment 2 are individual rating sheets for each project with qualitative comments on each evaluation component. Lastly, the analysis and details of the project delivery assessment of the bond nominations are included as Attachment 3.

The following are findings from the technical evaluation.

- Candidates which included elements from more than one transit project category (e.g. major transit capital infrastructure, pedestrian transit access, and signal priority) performed best in the performance evaluation. The comprehensive packaging and scale better advance regional goals.
- Inversely, singularly focused candidate projects (i.e. candidates with their scopes elements primarily in one transit project category) do not perform as well as in the performance evaluation. There is recognition these candidate projects address an identified regional need for the system and a part of the region's transportation strategy, but being more tightly focused and/or smaller in scale even when compiled together programmatically is less impactful in advancing regional goals. For some candidates the consideration of other funding opportunities to advance those projects was also a factor in the performance evaluation ratings.
- Candidates which have a funding strategy that matches the program direction performed best in the bond purpose and principles consistency assessment.
    - Articulation specifically on the role the bond proceeds play in leveraging other funding and targeting different discretionary opportunities and local commitment of funding effected the different ratings for the candidate projects.
- While each project is in different stages of development, the project delivery assessment identified at least one or more areas of project delivery challenges for each candidate, with mitigations needed for project delivery.
    - The nominating agencies demonstrated an awareness of the project delivery challenges the candidate project faces and seek to address those challenges through their development processes. This led to no one candidate project receiving a high mitigation effort rating.
    - For some candidates, the project delivery agency demonstrated through the proposed scope, schedule, and budget are adequate to address needed mitigations.
    - Project development only candidates tend to show ability to deliver the project development work as proposed with the bond proceeds, but additional project delivery mitigations will be needed in progressing the project into construction.
    - The major transit capital candidates were assessed under additional criteria specific to the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process. The results highlight the additional rigor required of those candidate projects to meet project delivery milestones in efforts to meet the CIG program requirements.

Based on the draft fundings, some nominations tended to perform better than others, but also maintain project delivery matters in need of resolution. As expressed, the technical evaluation is not to rank projects, but to instead assess the relative performance and flag for implementation challenges. This information is to help shape the next stage of the bond development process, which will introduce additional technical information – in particular the financial analysis of the bond scenarios. These are expected to roll out in the following months to continue to inform the discussion. (See the Next Steps section of this memorandum.)

Table 2. Summary of Results by Individual Measures for the Performance Evaluation According to Bond Project Category

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary											
Evaluation Section	**Measure**	**Capital Investment Grant (CIG)/Large Transit Projects**			**First/Last Mile & Access to Transit Projects**				**Transit Vehicle Priority**		
		Montgomery Park	**82nd Ave**	**TV Highway**	**Sunrise**	**Burnside Bridge**	**OR99E**	**72nd Ave**	**185th Overcross**	**Better Bus**	**Burnside Bridge**
Bond Purpose & Principles Consistency	Use regional revenues on regional or corridor scale projects										
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.										
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro										
	Leverage significant discretionary federal, state and/or local funding										
RTP Goals & Outcomes Advancement	Improves transit service for residents in an Equity Focus Area										
	Increases speed, frequency and reliability of high capacity transit										
	Provides safer and more convenient access to transit										
	Improves access to jobs and essential services by transit										
	Identified by communities who face disparities in the transportation system as a priority										
Project Delivery Assessment	Number of mitigations	3	2	2	3	1	1	1	2	2	1
	Level of mitigation effort	Med/Med/Low	Low/Low	Low/Med	Low/Low/ Med	Low	Med	Low	Low/Low	Low/Low	Low

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating. For the Project Delivery Assessment, the number of mitigations reflect areas of identified project delivery challenges within the project delivery agency's scope of control. The level of mitigation effort reflects by mitigation area the efforts needed to address the project delivery challenge.

Table 3.Summary of Candidate Evaluation Ratings

Evaluation Component/Category	Sunrise	185th	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Overall score									
Capital Investment Grant (CIG)/Large Transit									
First/Last & Access to Transit									
Transit Vehicle Priority									
Bond Purpose & Principles Consistency									
RTP Goals & Outcomes Advancement									
Project Delivery Assessment (see attachment 3 for details)	Number of Mitigations								
	3	2	2	1	1	3	1	2	2
	Level of Mitigation Effort								
	Low/Low/ Med	Low/ Low	Low/ Low	Low	Med	Med/Med/ Low	Low	Low/Low	Low/Med

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating.

Input on Bond Scenario Concepts/Themes
The input on the bond scenarios concepts and themes is the first of three areas of input to help guide and shape development of the new project bond. The bond scenarios concepts or themes are intended to shape different potential investment packages (also known as scenarios) to undergo a financial assessment which will look at answering critical questions on debt servicing, schedule, proceeds availability and whether the scenarios meet Program Direction objectives.

The aim is to have a maximum of five bond scenarios taken through the financial assessment to understand the overall commitment and costs for advancing revenues and the financial tradeoffs. In addition to the bond scenarios, Metro will assess a set of reference book ends scenarios (i.e. a no bond scenario and a max bond scenario) to set context. Regardless of the bond scenario concept, all bond scenarios taken through the financial assessment will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

At the December 6th TPAC meeting, members had the opportunity to weigh in on initial concepts and themes for the bond scenarios. What was heard included the following:

- Have bond scenarios continue to remain true to the bond purpose and principles adopted as part of the 28-30 Regional Flexible Fund Program Direction.
    - The input on the bond scenarios should not "game the system" by introducing a new factor outside of program direction objectives.
    - Prioritize implementation readiness and leverage of discretionary dollars knowing the trade-off of future investment
    - Maximize advancing the RTP goals, with particular emphasis on equity, safety, and climate. Advancing the outcomes of the RTP goals are critical.
- Have bond scenarios comprise of candidates from the three transit project categories.
    - Honor the deliberation by JPACT to expand bonding for other types of transit projects beyond high capacity transit.
- Have bond scenarios which represent regional-scale projects meeting regional needs and are representational of the Portland metropolitan area.
    - In effort to have public support and lobbying power federal discretionary dollars.
- Consider a bond scenario which advances the region's land use strategy.

With TPAC members input on the bond scenarios and the results of the first three technical components as starting points to kick off discussion, what main themes or concepts do JPACT members support in shaping bond scenarios? To help generate ideas, examples may include:

- Maximum Leverage – those candidate projects that demonstrate the greatest ability to draw in federal and/or state discretionary funding
- Emphasized RTP Outcomes – a mix of candidate projects that emphasizes performance across one or a few priority RTP priority outcomes (e.g. Climate and Equity)
- Diversified Infrastructure & Balanced RTP Outcomes – a mix of candidate projects represented across the three transit project categories (i.e. CIG, Transit Vehicle Priority, Access to Transit) that maximizes performance across all five RTP priority outcomes.
- Implementation Readiness & Emphasized RTP Outcomes – a mix of candidate projects which demonstrate least risk towards completion and emphasizes performance across one or a few priority RTP priority outcomes (e.g. Mobility and Thriving Economy)

Discussion Questions

1. What central themes should inform the building blocks of a bond scenario?
2. Are there preferred theme combinations for consideration?

2028-2030 RFFA – New Project Bond Development Process – Next Steps
Between December 2024 through March 2025, Metro staff will continue analysis and provide information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment. Tables 4. and 5. both summarize upcoming bond development activities and key dates. Short descriptions of the activities follow.

JPACT will continue to play a key role in new project bond, where regional partners will have the opportunity to weigh in each month on information which continues to get rolled out. Additionally, JPACT will specifically be asked to take action at two key points in the development. These are:

- March 2025 – Approve the release the New Project Bond proposal for public comment
- July 2025 – Approve and recommend adoption of the 2028-2030 Regional Flexible Fund Allocation – including the New Project Bond (Step 1A.1) and Step 2 – to the Metro Council.

Table 4. Upcoming Activities, Timeframe, and Audiences

Timeframe	Activities	Audiences
December 2024	Technical Information • Performance evaluation ○ Bond purpose and principles consistency ○ Regional Transportation Plan (RTP) goals and outcomes advancement • Project delivery assessment Partner and Public Input • TPAC and JPACT input bond scenario themes/concepts	TPAC JPACT
January 2025	Technical Information • Financial assessment of bond scenarios (draft) Financial, Administrative, and Regulatory • Bond mechanism selection and requirements (e.g. restrictions, reporting, costs) Partner and Public Input • Metro Council input bond scenario themes/concepts	TPAC JPACT* Metro Council
February 2025	Technical Information • Financial assessment of bond scenarios (revised) Policy Direction • 28-30 RFFA Program Direction objectives met Partner and Public Input • TPAC, JPACT, and Metro Council input on local priorities	TPAC JPACT
March 2025	Technical Information • Financial assessment of bond scenarios (for preferred scenario) Policy Direction • 28-30 RFFA Program Direction objectives met Partner and Public Input • TPAC, JPACT, and Metro Council input on local priorities • Open public comment	TPAC JPACT Metro Council*
April 2025	Public comment	Public

*Indicates tentative date. Unconfirmed on committee or Metro Council calendars.

Project Evaluation and Bond Scenarios Assessment (December 2024 – February 2025)

Following the candidate project evaluations, Metro staff seeks to gather regional partner input concepts/themes build different scenarios for financial evaluation. With the candidate evaluation results as a starting point for the discussion, this input is primarily being sought in December 2024 in efforts to maintain the schedule for completing the financial analysis of the scenarios.

With the combination of the concepts/themes input and the candidate evaluation results, Metro staff will develop scenarios to go through a financial analysis to understand additional information regarding costs, revenues advances, future revenues committed to debt service, and implications for Step 2. Scenarios will be assessed under the selected bond mechanism, which may add new considerations or complexity towards the incurred costs for bonding. The financial analysis will convey the different funding tradeoffs relative of each composed scenario while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios during this time frame through outlets such as Metro news. A first look at the draft financial analysis of the bond scenario analysis is anticipated for January 2025 with revised updates in February and March as input and further information on the regulatory and economic outlook comes into focus. The bond scenario analysis results will be shared with TPAC, JPACT, and Metro Council. The committees will have the opportunity to provide input and/or recommendations as they deliberate composing the preferred bond scenario/proposal.

Preferred Bond Scenario/Proposal Selection and Public Comment (February – May 2025)
The results of the bond scenarios assessment will be presented at TPAC and JPACT. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario or local priorities, or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario will be assessed one last time to assure the size, schedule of repayment, and funding availability meet the bond purpose and principles. At the following meeting, Metro staff will request TPAC recommendation for JPACT to consider releasing the preferred bond scenario/proposal for public comment.

Step 1A.1 and Step 2 will converge at the public comment period, where the public comment will solicit whether there is general support for the preferred bond scenario, gather input on the Step 2 candidates. Following the public comment period, a summary and public comment report with responses and, as appropriate, recommendations in response to comments will be available for TPAC and JPACT deliberations.

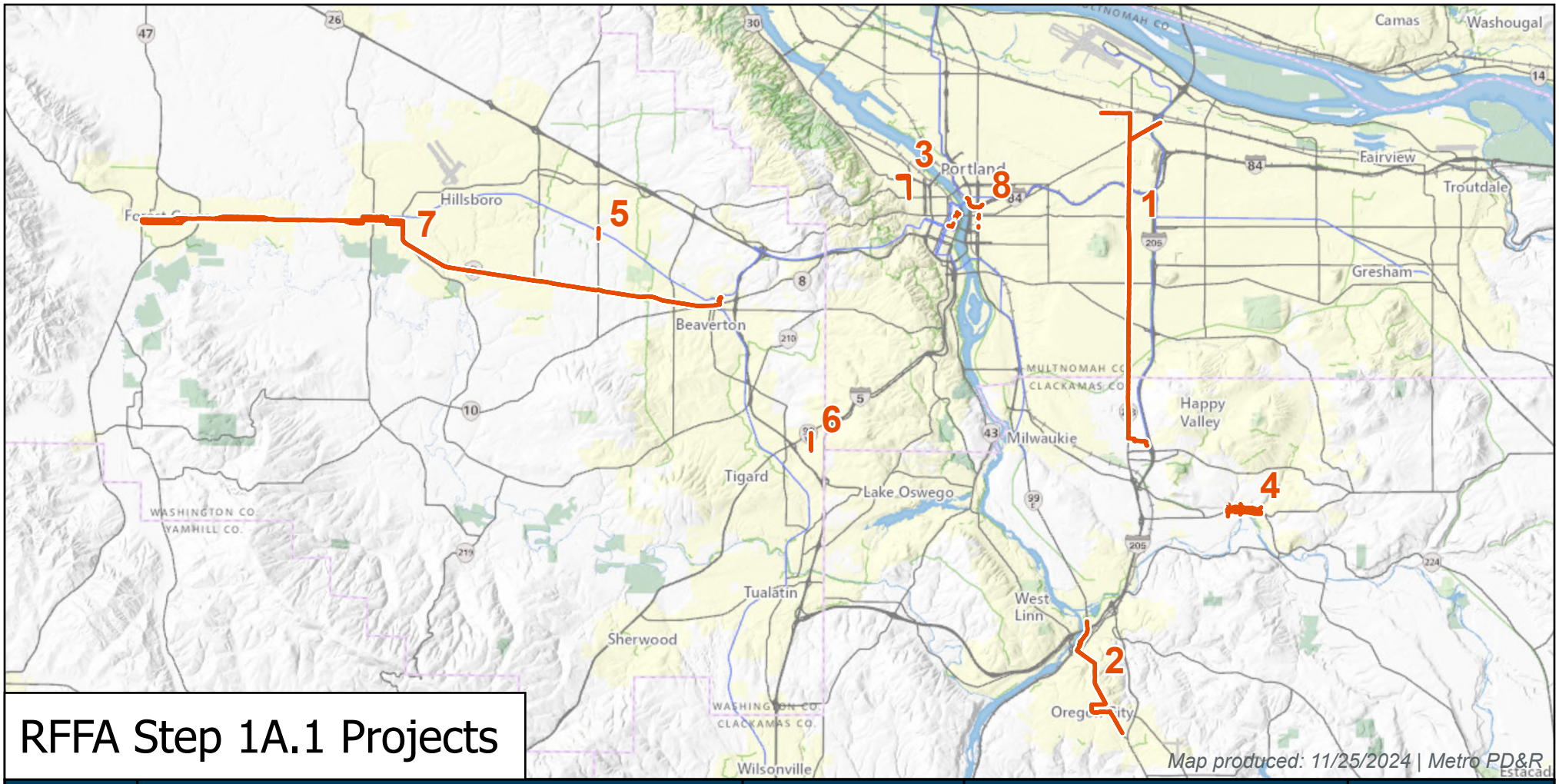
Deliberations and Adoption (June – July 2025)
Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal. Any additions or significant changes via an amendment to the preferred bond scenario at this stage will be subject to re-evaluation for meeting policy objectives and financial analysis. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

Table 5. 2028-2030 RFFA – New Project Bond Development – Key Dates

Activity	Date
Candidate project evaluation	October – December 2024
Candidate project evaluation results and summary • TPAC first look of draft results; final results at JPACT Bond scenario concepts and themes input	December 6* & 19, 2024

Activity	Date
Bond scenarios development and assessment • Utilizing concept and themes input • Gather Metro Council input	December 2024 – January 2025
First draft bond scenarios with assessments released	January 10 & 16*, 2025
Second draft bond scenarios assessment • Gather TPAC input on preferred bond scenario	February 7 & 20, 2025
Request action to release recommended preferred bond scenario/proposal (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC & JPACT	May 2 & 15, 2025*
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

*Indicates tentative date. Unconfirmed on committee or Metro Council calendars or delivery date project work is on the aggressive side and may change.



RFFA Step 1A.1 Projects

Map produced: 11/25/2024 | Metro PD&R

Map Label	Project Name	Applicant	Application Category	Funding Request
-	Better Bus Program [Programmatic, does not appear on map]	Metro	Transit Vehicle Priority	$11,000,000.00
1	82nd Avenue Transit Project	TriMet	CIG	$30,000,000.00
2	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	$9,000,000.00
3	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	$20,000,000.00
4	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	$15,000,000.00
5	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	$12,618,499.00
6	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	$15,904,000.00
7	Tualatin Valley Highway Transit Project	TriMet	CIG	$30,000,000.00
8	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	$25,000,000.00

2028-30 Regional Flexible Funds Allocation

Step 1A.1 – New Project Bond Nominations

Table of Contents

1. **City of Portland** - Portland Streetcar: Montgomery Park Extension
2. **Clackamas County** - Sunrise Gateway Corridor/ Hwy 212
3. **Hillsboro** - SW 185th Avenue MAX Overcrossing Project
4. **Metro** - Better Bus Program
5. **Multnomah County** - Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project
6. **Oregon City** - OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements
7. **Tigard** - 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements
8. **TriMet** – Tualatin Valley Highway Transit Project
9. **TriMet** - 82nd Avenue Transit Project

DRAFT

Portland Streetcar: Montgomery Park Extension

City of Portland - PBOT

Application Category
- Capital Investment Grant

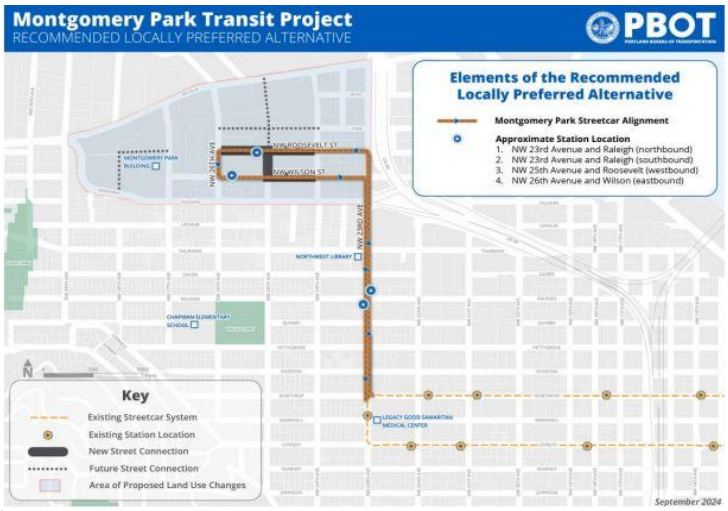
Draft Cost Estimate
- $120 Million

Funding Request
- $20 Million

Timeline
Construction from 2028 - 2030

Description and Purpose
The Portland Streetcar Montgomery Park Extension will extend the Portland Streetcar North-South Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed-use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses.

Project Components
- Construct two-way streetcar tracks on NW 23rd Avenue (NW Wilson to NW Northrup) for future transit demand.
- Build one-way couplet tracks on NW Roosevelt St. (westbound) and NW Wilson St. (eastbound) and connect NW 26th Avenue (southbound).
- Extend NW Roosevelt and NW Wilson Streets to improve streetcar access, safety, and local connectivity.
- Add protected/buffered bike lanes on NW Roosevelt and NW Wilson Streets for safer cycling.
- Install four new streetcar stops, including a charging station at NW Wilson for off-wire streetcars.
- Rehabilitate NW 23rd Avenue (NW Vaughn to NW Lovejoy) with utility, stormwater, and accessibility upgrades.
- Repair/add sidewalks and ramps to enhance pedestrian safety and ADA compliance.
- Introduce wide furnishing zones with large trees to boost canopy and resilience.
- Upgrade or add signalized intersections for improved transit and multimodal safety.



Montgomery Street: Vicinity Map 1

Project Outcomes Advancing Regional Goals
Mobility Options
- Enhance multimodal travel and transit-oriented development to reduce vehicle miles traveled and improve connectivity.

Safe System
- Implement complete streets for safety and repair NW 23rd Avenue to improve conditions.

Equitable Transportation
- Expand equitable access to transit, jobs, and housing, supporting middle-wage job creation and industrial job access.

Thriving Economy
- Promote economic growth with neighborhood investment, freight connectivity, and integrated housing and job opportunities.

Climate Action and Resilience
- Support climate goals with green infrastructure, reduced urban heat, and a walkable, transit-focused community.

DRAFT

Sunrise Gateway Corridor / Hwy 212

Clackamas County

Application Category
- First-Last Mile and/or Safe Access to Transit

Draft Cost Estimate
- $142.7-162.3 Million

Funding Request
- $15 Million

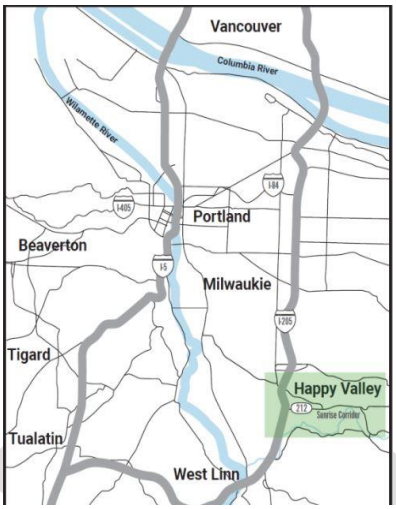
Timeline
- Construction from 2029-2031

Description and Purpose

The project will complete the next critical steps of project development necessary to make significant progress toward supporting overall transit access and first/last mile connections to the Clackamas Industrial area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, and complete 100% design for the supporting infrastructure needed to address the safety and congestion problems created by the existing intersections along Hwy 212/224 between 135th and 152nd Ave.

Project Components

- Complete NEPA re-evaluation for the Sunrise Gateway Concept.
- Complete 100% design (PS&E) for the Safety and Local Connections elements of the Sunrise Gateway Corridor/Hwy 212 Phase 2, including LIDAR data collection. Key components:
  - Add urban arterials with Complete Streets elements on Hwy 212/224
  - Construct a roundabout, mobile home park access upgrades, and a south-side multi-use path.
  - Design transit readiness features, including a mobility hub for connections to TriMet and ClackCo Industrial Shuttle.
  - Add a grade-separated intersection at 142nd for congestion relief and safer pedestrian/bike crossings, simplifying 135th signal operations.
  - Develop 10% concept plans for Phase 2 for future ROW needs and project completion.
  - Initiate the right-of-way acquisition process.



Vicinity Map: Sunrise Gateway Corridor

Project Outcomes Advancing Regional Goals

Mobility Options
- Expand travel options by improving walking, biking, and transit access, filling network gaps, and increasing the efficiency of transit lines, boosting regional mobility as part of the Sunrise Community Vision.

Safe System
- Supports Vision Zero by addressing high-crash areas on Highway 212, incorporating safety measures, redesigning the corridor as a Complete Street, and enhancing pedestrian, bike, and transit facilities to reduce crashes.

Equitable Transportation
- Will improve access for underserved communities, create safer connections, provide alternative travel options like a multi-use path, and connect residents to jobs, schools, transit, and essential services.

Thriving Economy
- Improving regional connectivity, enhancing freight movement, increasing access to jobs, and promoting transportation and housing affordability through multimodal improvements and better access to key employment centers.

Climate Action and Resilience
- Promote a climate-friendly community, reduce drive-alone trips, enhance multimodal transit connections, and improve transportation infrastructure to withstand weather events and disasters while strengthening key seismic routes for emergency access.

DRAFT

SW 185th Avenue MAX Overcrossing Project

Hillsboro

Application Category
- Transit Vehicle Priority

Draft Cost Estimate
- $15,012,722

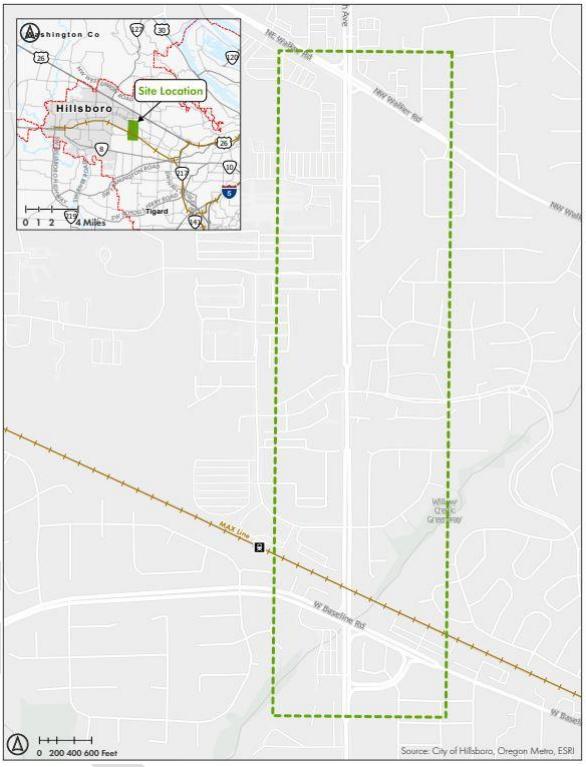
Funding Request
- $12,618,499

Timeline
- Construction from 20XX-20XX

Description and Purpose

The SW 185th Avenue MAX Overcrossing project will elevate MAX light rail trains over SW 185th Avenue to eliminate conflicts with vehicles, pedestrians, and bicyclists at this busy intersection. Identified in the 1994 Environmental Impact Statement and reaffirmed through updates in 2019 and 2022, the project addresses long-standing traffic challenges since the Westside MAX line opened. Led by the City of Hillsboro with Washington County and TriMet, the design is 15% complete, featuring a cost-effective solution included in regional transportation plans and supported by detailed risk assessments.

Project Components
- Will raise the MAX light rail trains above SW 185th Avenue to prevent conflicts with vehicles, pedestrians, and cyclists at this busy intersection.
- The project development phase consists of completing environmental work related to the National Environmental Policy Act (NEPA), preliminary engineering to 30% design, cost estimating and risk assessment, procurement strategy, and stakeholder agreements.
- The final design phase is engineering to 100%, final budget and schedule documents, refined project management plan, right-of-way preparations, and the final procurement plan.



SW 185th Avenue MAX Overcrossing: Vicinity Map

Project Outcomes Advancing Regional Goals

Mobility Options
- Eliminating delays and conflicts caused by train preemption, improving travel time reliability, and reducing delays by up to 75% for bicyclists and 67% for trucks, buses, and transit passengers by 2040

Safe System
- Reduce overall delays in the system, which would address behaviors such as jaywalking, bike lane violations, and gate-strike incidents.

Equitable Transportation
- Improves mobility for all modes of transportation, benefits the transit network, and addresses equity barriers in a historically disadvantaged community, enhancing access and reducing delays for underserved populations.

Thriving Economy
- Will enhance economic growth by improving reliable transportation for Hillsboro's industrial and technology hubs, saving $5.7 million in rush-hour delays and $65.5 million annually across all transportation modes.

Climate Action and Resilience
- Grade-separating the MAX tracks will reduce greenhouse gas emissions in the corridor by 41% during peak periods, cutting daily rush-hour pollutants by 18 kg of CO_2, 4 kg of NO_x, and 4 kg of VOCs, as calculated using VISSIM travel simulation software and MOVES2014a.

DRAFT

Better Bus Program
Metro

Application Category
- Transit Vehicle Priority

Draft Cost Estimate
- Program

Funding Request
- $11 Million

Timeline
- Construction from 2026-2029

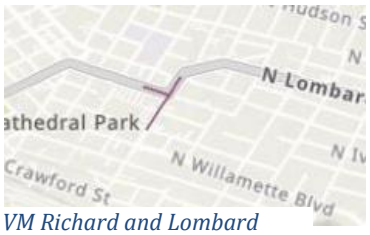
Description and Purpose
The program consists of initial planning work, program administration, project development, and design and delivery of a select number of Better Bus projects. Investment will be focused on projects that help transit services operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts.

Project Components

- 185th/Baseline
  - Convert a southbound right-turn lane into a Business Access Transit (BAT) lane to reduce bus delays by up to 44 seconds per trip while reconstructing a pedestrian island and upgrading ADA ramps for improved safety and mobility.
- Richmond and Lombard
  - Add a northbound bus-only left turn lane and adjust pavement markings and signal configurations to streamline bus access, saving up to 10 seconds per trip with minimal impact on vehicle traffic.
- Sunnyside Road
  - Implement transit signal priority at SE 101st St and SE 169th Ave, relocate bus stops to far-side locations, and improve efficiency at intersections including SE 105th, 117th, 132nd, 140th, 147th, 157th, 162nd, and Sunnybrook, reducing bus travel and wait times.
- Gresham Transit Center Circulation
  - Add a northbound left-turn lane, reconfigure traffic signals at Powell Blvd intersections, and explore rerouting Line 20, reducing bus delays by up to two minutes per trip with minimal vehicle impact.



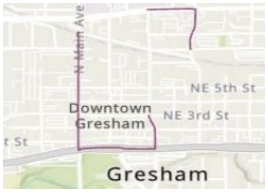
VM: 185th/Baseline



VM Richard and Lombard



VM: Sunnyside Road



VM: Gresham Transit Center Circulation

Project Outcomes Advancing Regional Goals

Mobility Options
- Reduce transit delays and save time for riders while enhancing access through improved crossings and bike facilities.

Safe System
- Enhances transit safety and accessibility by improving speed, adding crosswalks, bike lanes, safer intersections, and features like right-turn restrictions and dedicated bike signals.

Equitable Transportation
- Focuses on Metro Equity Focus Areas, with 82% of initial projects benefiting 23% people of color and 28% low-income while improving travel times and reliability for all riders.

Thriving Economy
- Improving job access, reducing transit delays, and ensuring timely arrivals for workers reliant on transit.

Climate Action and Resilience
- Cut emissions by speeding transit, encouraging mode shift, and supporting CO2 reductions with improved biking and walking options.

DRAFT

Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project

Multnomah County

Application Category
- Combined First-Last Mile and Transit Vehicle Priority

Draft Cost Estimate
- $447 Million

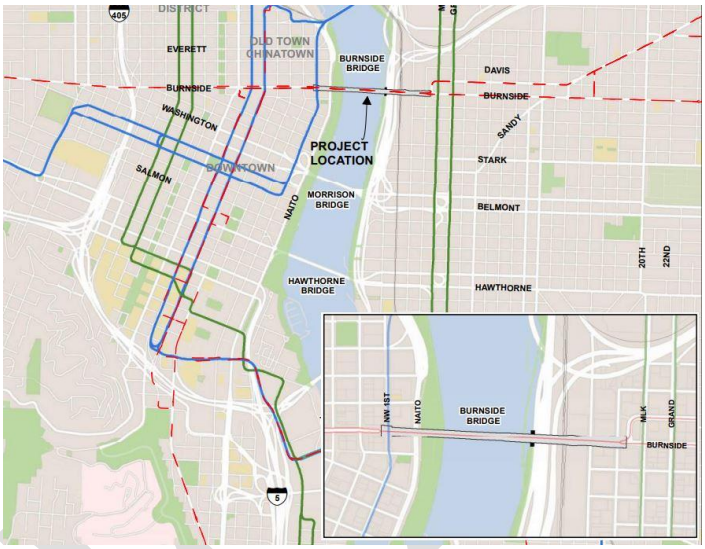
Funding Request
- $25 Million

Timeline
- Construction 2026-2031

Description and Purpose

The project will replace the existing Burnside Bridge with a seismically resilient structure, enhancing transit, pedestrian, and bicycle access. The project includes permanent transit improvements, such as new bus stops, protected bike lanes, and traffic calming measures. Future phases will accommodate high-capacity transit, including provisions for an eastbound bus-only lane, future streetcar alignment, and upgraded streetscapes around bus stops. These upgrades align with regional transportation plans and ensure the long-term functionality of Burnside Street as a key emergency route and transportation corridor.

Project Components
- Safe access to transit
  - Will reconstruct sidewalks and transit stops, install protected bike lanes, modify traffic signals, add pedestrian refuge islands, replace inaccessible infrastructure with ramps, and upgrade safety features on key routes and detour pathways to improve accessibility, safety, and reliability for pedestrians, cyclists, and transit users.
- Transit Vehicle Priority
  - Widening the Burnside Bridge for an eastbound bus-only lane, creating new bus-only lanes on key streets with signage and striping, modifying signals to prioritize bus turns, reconstructing a bus dwell area near NW 2nd Ave, and redesigning the NE Couch St curve to support future streetcar operations and improve cyclist safety



Vicinity Map: Burnside Bridge

Project Outcomes Advancing Regional Goals

Mobility Options
- Upgrade walking, biking, and transit access, complete regional networks, support future transit expansions, and ensure reliable mobility for people and goods, benefiting disadvantaged communities.

Safe System
- Improve safety by reducing crashes, enhancing pedestrian and bike access, speeding emergency responses, and replacing the aging bridge with a seismically resilient structure for the next 100 years.

Equitable Transportation
- Increase access, safety, and reliability for underserved communities by enhancing walking, biking, and transit facilities while supporting future transit expansions.

Thriving Economy
- Improves economic connectivity, job access, and resilience by enhancing transportation infrastructure, supporting workforce diversity, and ensuring disaster preparedness.

Climate Action and Resilience
- Reduces emissions, enhances transit, and improves resilience by replacing the aging Bridge with a seismically resilient structure.

DRAFT

OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements

Oregon City

Application Category
- Combined First-Last Mile and Transit Vehicle Priority

Draft Cost Estimate
- TBD

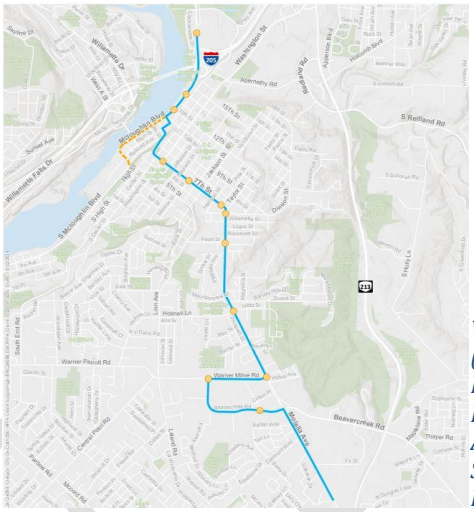
Funding Request
- $9 Million

Timeline
- Construction 2027-2028

Description and Purpose

This project aims to develop a shared-use path along McLoughlin Boulevard (OR99E), completing the third and final phase of the McLoughlin Boulevard Enhancement Plan. To provide safe and accessible connections for people walking, biking, and rolling, closing a critical gap in the region's active transportation network. The path will improve access to key destinations such as the future Willamette Falls Riverwalk and Tumwata Village, eliminating the need to mix with traffic. Additionally, the project includes streetscape enhancements along OR99E to encourage waterfront activity, support travel to downtown Oregon City, and strengthen the area's sense of place and community identity.

Project Components
- Transit Access:
  - It will enhance the new Line 33 route by reconstructing sidewalks and curb ramps, upgrading pedestrian crossings, and adding transit amenities like benches, lighting, and shelters to improve safety, accessibility, and user comfort.
- Streetscape enhancements:
  - It will improve pedestrian comfort and safety by reconstructing sidewalks, upgrading pedestrian crossings with better visibility and signal timing, constructing curb extensions, and improving sight distance at key driveway accesses along OR99E.
- Streetscape Enhancements (Refinement Stage)
  - It will transform parking areas into open spaces for pedestrian comfort and placemaking hubs along OR99E, including areas between 6th and 8th Streets and under the Historic Arch Bridge at 7th Street. These improvements may include landscaping, trees, and stormwater systems.



Vicinity Map: OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements

Project Outcomes Advancing Regional Goals

Oregon City Transportation System Plan (2013)
- Links to the Oregon Transportation Plan through the improvements and transit signal priority on OR99E.

Clackamas County Transit Development Plan (2021)
- This plan outlines 20-year transit needs and recommends expanding service with upgrades to line 33 supporting this expansion

Metro Regional Transit Strategy (2023)
- Enhance transit access, frequency, and affordability through Oregon City High-Capacity Transit extension and OR99E streetscapes improvements, enhancing first/last-mile connectivity and supporting TriMet service upgrades.

Metro High-Capacity Transit (HCT) Strategy
- OR99E is a priority corridor in the Metro HCT Strategy, backed by strong community support.

Metro Get Moving 2020
- Three projects in this investment package aligned with First and Last Mile and Safe Access to Transit Streetscape Enhancements.

Metro Regional Transportation Safety Strategy (2018)
- OR99E enhancements improving safety on a high-injury corridor and prioritizing vulnerable users and safe speeds

Oregon Safety Action Plan (2021)
- This plan is aligned to the OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements package Policy 2.3

DRAFT

72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

Tigard

Application Category
- First-Last Mile/ Safe Access

Draft Cost Estimate
- $19.88 Million

Funding Request
- $15.904 Million

Timeline
- Construction 2028-2029

Description and Purpose

This project will upgrade Tigard's 72nd Avenue into a complete street with separated cycle tracks, sidewalks, landscaped buffers, enhanced pedestrian crossings, integrated transit stops, and a new bridge over Red Rock Creek. Key features include protected intersections, on-street parking doubling as bus pull-outs, and stormwater management using Low Impact Design. These improvements enhance multimodal safety, connectivity, and accessibility while supporting active transportation and sustainable urban infrastructure.

Project Components

- Build a complete street on 72nd Avenue with separated cycle tracks, sidewalks, on-street parking, pedestrian crossings, curb extensions, and transit stops
- Construct a new bridge/culvert over Red Rock Creek and an enhanced crossing for the future Red Rock Creek Trail.
- Coordinate transit stops with pedestrian crossings for safe, continuous routes.
- Add a center turn lane, cycle tracks, sidewalks, street lighting, and on-street parking between Dartmouth and Baylor Streets.
- Widen the road from Red Rock Creek to Pacific Highway to continue cycle tracks, sidewalks, and pedestrian amenities.
- Install landscaping with street trees and stormwater management facilities (LIDA planters)
- Create a protected intersection at SW Dartmouth and SW 72nd Avenue for improved safety



VM: 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

Project Outcomes Alignment to RTP Goals

Mobility Options
- Improve pedestrian and bike facilities, better transit access, and transit priority tools for enhanced reliability.

Safe System
- Enhances safety for pedestrians and cyclists by implementing protected bike lanes, sidewalks, and crossings, aligning with Tigard's Complete Streets and Safe Systems initiatives to reduce traffic-related injuries and fatalities.

Equitable Transportation
- Improving mobility, access, and safety in Tigard's Historically Disadvantaged Community and reducing transportation-related pollution.

Thriving Economy
- Improves infrastructure, enhances walkability, and promotes affordable housing while leveraging urban renewal and development incentives to attract investment and create job opportunities.

Climate Action and Resilience
- Reduce pollution, support active transportation, and incorporate sustainable stormwater management to benefit underserved communities

DRAFT

Tualatin Valley Highway Transit Project

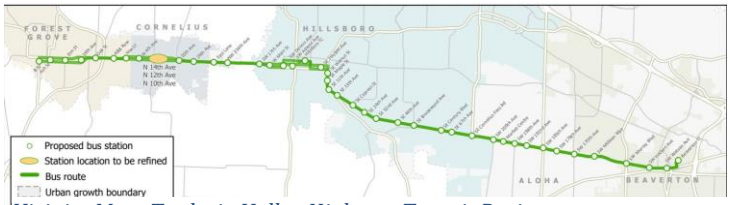
TriMet

Application Category
- Capital Investment Grant

Draft Cost Estimate
- $300 Million

Funding Request
- $30 Million

Timeline
- Construction 2028-2031



Vicinity Map: Tualatin Valley Highway Transit Project

Description and Purpose

The TV Highway Safety and Transit Project aims to improve speed, reliability, accessibility, and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety when accessing transit and enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting, and seating, and have safer access to all stations with a signal or enhanced crosswalk.

Project Components

- Introduce a new Frequent Express (FX) bus line replacing Line 57 between Beaverton and Forest Grove.
- Construct ADA-accessible stations equipped with:
  - Shelters for weather protection.
  - Lighting for safety and visibility
  - Seating for rider comfort
- Improve pedestrian safety with enhanced crosswalks or traffic signals at all station access points.
- Enhance transit rider experience by:
  - Increasing bus speed and reliability.
  - Improving amenities at stops, including better access and safer waiting areas.
- Focus improvements on benefiting communities of color and low-income populations along the TV Highway corridor.

Project Outcomes Advancing Regional Goals

Tualatin Valley Highway Transit Project was identified as a priority corridor for high-capacity transit (HCT) in the 2010 HCT System Plan. It was further emphasized in the 2018 Regional Transit Strategy and 2018 Regional Transportation Plan (RTP), which included an "enhanced transit concept" for the corridor. This approach focuses on improving transit speed and reliability through cost-effective, context-sensitive improvements. Subsequent planning was completed through Washington County's 2019 Moving Forward TV Highway Enhanced Transit and Access Plan and the 2020 regional transportation funding measure, with current efforts building on these previous analyses.

DRAFT

82nd Avenue Transit Project

TriMet

Application Category
- Capital Investment Grant

Draft Cost Estimate
- $300 Million

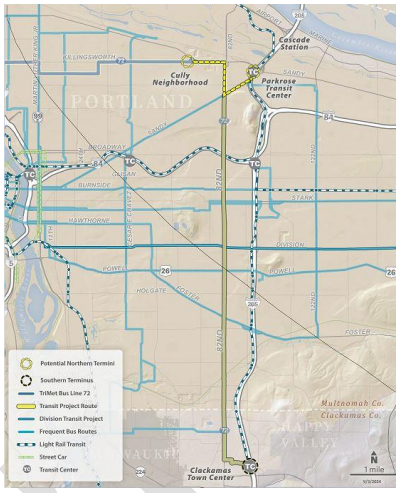
Funding Request
- $30 Million

Timeline
- Construction 2027-2029

Description and Purpose

The 82nd Avenue Transit Project aims to improve transit service and access along the corridor, enhancing the movement of people and goods between key destinations in Clackamas County and Portland. The corridor, which serves TriMet's highest ridership bus line (Line 72), is vital for many residents, particularly those from BIPOC, limited English proficiency, low-income communities, zero-car households, or those with disabilities.

Project Components
- A 10-mile BRT route along 82nd Avenue between Clackamas Town Center and a northern terminus at Cully Triangle (preferred) or Parkrose Transit Center.
- About 65 new stations, spaced roughly every 1/3 mile, featuring shelters, real-time info, and FX branding.
- Purchase up to 15 FX-branded articulated vehicles, potentially with hydrogen propulsion.
- Transit signal priority, including fiber, signal, and intersection upgrades.
- Possible lane conversions or widening for transit priority, with specifics to be determined.
- Potential bicycle and pedestrian improvements, coordinated with Portland's 82nd Avenue Critical Fixes project, including street trees.
- Split of route 72, with local service extending to Parkrose and BRT service potentially upgraded to 10-minute frequencies.



Vicinity Map: 82nd Avenue Transit Project

Project Outcomes Advancing Regional Goals

The 82nd Corridor project supports regional goals from the High-Capacity Transit (HCT) System Plan, 2023 Regional Transportation Plan (RTP), and 2018 Regional Transit Strategy, prioritizing Bus Rapid Transit (BRT) and significant transit investments. It addresses long-standing transit challenges, improves access for underserved communities, and enhances efficiency with solutions like queue bypasses, BAT lanes, and transit signal priority. The project also promotes active transportation, safety, and equitable mobility, contributing to sustainability, reduced congestion, and improved quality of life.

DRAFT

Project Name: Sunrise Corridor
Applicant: Clackamas County

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a regional corridor, without high ridership transit lines. Requested RFFA Step 1A.1 is for project development funds only for the environmental reassessment of Sunrise Highway and complete streets retrofit with bike/pedestrian and transit hub elements on Highway 212. There are other sources of funds in the region that could support project development for the project. The project also necessitates agreement from ODOT to complete the parallel new Sunrise facility and the jurisdictional transfer and/or agreed upon design for Highway 212. At this point does not have a pipeline for construction funding at state or federal level. Project delivery agency intends to seek state legislative and federal discretionary grants.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Primary focus is improved bike/pedestrian facilities to improve access to existing transit. This corridor does not currently have high capacity transit or frequent transit lines, through there are plans to add two local routes and more County operated shuttle service. Extensive outreach has been conducted with general need for better safety and pedestrian/bicycle facilities in the corridor. Feedback has also been received about the new roadway facility planned.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: 185th Max Overcrossing
Applicant: City of Hillsboro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Locally specific project on a high ridership line, funding request is for project development and not construction. While eligible for federal funding sources, unclear on competitiveness. Local sources could support project development funding request. While this project was submitted under CIG category, CIG not identified as a funding source for construction in application materials but rather potential Federal Rail Administration (FRA) grant funds.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Directly serves an equity focus area, however there has not been extensive engagement on this specific project with impacted communities. Separation at one location has the ability to decrease conflicts (e.g. pedestrian-vehicle) and provide some speed and reliability to TriMet's Line 52 frequent bus.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: Better Bus Program
Applicant: Metro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact via many smaller scale improvements for local transit lines. Program has a good history of delivering projects, but that may be impacted if it switches to federal aid process. Historically has leveraged significant local funds, but those funds are not yet committed.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Location can vary across the region, using equity focus area or safety concerns as an eligibility criterion. Purpose of the program is to increase speed, frequency and reliability of transit. Community input can also be a relevant criterion for advancement of projects.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project
Applicant: Multnomah County

Evaluation Framework components & measures		**Comments**
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regionally significant as the bridge serves many high ridership lines and is the surface lifeline route across the Willamette River. Eligible and reliant on many other sources of funding to construct and has raised significant local revenue.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Application focused on the pedestrian and transit elements near the bridge as well as the transit prioritization on the bridge itself. Significant equity-focused efforts have shaped various components of the project and it serves an equity focus area directly with many social and human service providers. Transit reliability anticipated and resilience of transit lines through a highly utilized corridor.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: McLoughlin Boulevard (OR99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements
Applicant: City of Oregon City

Evaluation Framework components & measures		**Comments**
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact on a corridor serving high ridership lines. Aggressive schedule with reliance on discretionary sources. Other regional sources available (e.g. Step 2) and necessitates future agreement from ODOT to implement agreed upon design.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Supports equity focus area with extensive engagement. Focuses on improving pedestrian environment on a high crash corridor to enhance access to transit. Designed to be implemented with prior funded transit signal priority for a frequent service bus line and accessing the Oregon City transit center. No further transit reliability or frequency upgrades identified beyond those being coordinated with Line 33 transit signal priority project.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: Montgomery Park Streetcar Extension
Applicant: City of Portland

Evaluation Framework components & measures		**Comments**
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a Tier 1 High-Capacity Transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Some level of risk in funding strategy that is reliant on local development.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Not located in an equity focus area. The project has conducted significant engagement and plans to include culturally specific art into project scope. This project will add new high capacity transit service where it does not currently exist and will upgrade the pedestrian and bike connections in the project area.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements (Pacific Highway to Dartmouth St.)
Applicant: City of Tigard

Evaluation Framework components & measures		**Comments**
Bond Purpose/ Principles:	Use regional revenues on regional or corridor scale projects	This is a locally specific project. Well-articulated schedule and potential funding sources, but may not be taking into account the federal aid process for construction timeline. There are other potential sources of regional funds for this project (e.g. Step 2).
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Does not serve an equity focus area and while community engagement was noted the impact that input has had on the project was unclear. Application includes extensive pedestrian and bicycle upgraded facilities for accessing transit. This project is not on a high crash corridor and does not have a high capacity transit line but will serve a realigned frequent service Line 76 and is in the corridor area of the suspended Southwest Corridor project. Line 76 is a Tier 3 high capacity transit corridor, but not currently prioritized for short-term implementation, though it is one of several routes under consideration for FX service. The 72nd Ave bridge itself does not include significant improvements for transit speed, frequency or reliability.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: 82nd Avenue Transit Project
Applicant: TriMet

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit project in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	A majority (80%) of the project corridor runs through equity focus areas and project has conducted extensive community engagement that continues through 82nd Ave. Coalition. Project is specifically designed to increase speed, frequency and reliability on the busiest transit line in TriMet's network. Extensive improvements to pedestrian environment and access included in this project, located on a high crash corridor. Part of the project area necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Project Name: Tualatin-Valley (TV) Highway Transit Project
Applicant: TriMet

Evaluation Framework components & measures		**Comments**
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Over 80% of the project corridor is in equity focus areas with extensive engagement through steering committee and equitable development strategy. Specific improvements are not as detailed, but this project focuses on transit reliability, frequency and speed. Pedestrian safety upgrades noted, the project is on a high crash corridor The project necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

TECHNICAL MEMORANDUM

December 2, 2024 Project# 29295.003

To: Metro Staff: Grace Cho, Monica Krueger, Noel Mickleberry, Dan Kaempff, and Ted Leybold

From: Nicholas Meltzer, Lekshmy Hirandas, and Camilla Dartnell, PE

RE: 2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment

As part of the adoption of the 2028-2030 Regional Flexible Fund Program, Metro is developing a new project bond proposal for the region to consider, referred to as Step 1A.1. Step 1A.1 projects will be evaluated based on three components: 1) Bond purpose and principles consistency and advancement; 2) Regional Transportation Plan (RTP) goals advancement; and 3) Project delivery assessment. Kittelson & Associates, Inc. (Kittelson) is supporting Metro by performing the project delivery assessments. This memorandum contains an overview of the methodology applied for the project delivery assessments.

Background

Regional decision makers – through a Metro-led process – are considering a new commitment of future Regional Flexible Funds starting in 2028-2030 to support a bond and make funding available to advance regional projects. The estimated amount of funding generated through a new bond is between $55 and $105 million based on the eligible projects selected and other factors related to the bond financing mechanism.

Kittelson is evaluating project delivery aspects of the applications received by Metro including the scope, schedule, and budgets to determine if: 1) the scope of work sufficiently covers all work anticipated to be necessary for project success; 2) the budget and schedule are appropriate to the scope of work outlined in the application; and 3) the scope of work and expenditure of funds can be underway or completed in the federal fiscal year 2026 through 2029 timeframe.

Project Delivery Assessment

Kittelson developed a scoring template focused on assessing the project delivery considerations for Step 1A.1 proposed projects. The project team based this scoring template on best practices related to common state and federal project delivery processes, including the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration processes, best practices within project delivery, and experience assessing risk for Step 2 Regional Flexible Fund Allocation projects in the 2022-2024 and 2025-2027 cycles.

The intention for the project delivery assessment is to understand if the estimated budgets and schedules for each project will sufficiently address necessary scope items and rules and regulations of state and federal project delivery. If these are addressed, the risk to project delays, budget overages, and inability to deliver the intended scope is reduced.

Each project is evaluated based on evaluation criteria grouped into six broad categories, including scope, schedule, and budget sufficiency related to:

- Planning
- Partnerships and Support
- Environmental Considerations
- Preliminary Engineering and Design
- Construction
- FTA Considerations*
  *Only applicable to nominations in the CIG project category

The intent of utilizing the criteria under these six categories is not to rank projects against one another but to better understand whether there are additional scope, schedule, and/or budget considerations that may need to be added to lead to successful delivery of projects.

For each criterion, the assessment team identified whether the project 1) completed the step and/or sufficiently addressed the need in the scope, budget, and schedule, 2) insufficiently addressed the need in the scope, budget, and schedule, or 3) did not address the need. The assessment team performed the assessment based on materials provided by the applicant. If information was not provided or not provided in sufficient detail to indicate that a criterion is addressed, the project team assumed it is not addressed. At the request of Kittelson and Metro, applicants provided additional information to aid in assessing their projects.

Some projects are only requesting funds for planning, while others are requesting funding through construction. The project team primarily assessed the risk of each project to be completed through the project phase for which Step 1A.1 funding would be provided. Because of this, the project team is primarily applying criteria relevant to the level of project development for which the project is requesting funding. Therefore, projects not requesting construction funding will not be assessed against criteria relevant to construction; however, we have requested the applicant provide information on their plan for funding future construction of the project. This is provided alongside the results of the project delivery assessment, as it is relevant to understanding the likelihood of a project receiving future funding for construction.

Assessment Summaries

Kittelson developed a summary of each project requesting funding through the RFFA process. The summary includes a project description, funding overview, project phases, and project applicant. The summary also includes Kittelson's assessment of the likely adequacy of the proposed project scope, schedule and budget. Recommended actions to address project delivery considerations are organized according to project delivery assessment categories: Planning (PL), Partnerships and Support (PS), Environmental Considerations (EC), Design (DE), Construction (CN), and FTA Considerations (FTA).

To aid in the review process, a short glossary of terms is provided below, followed by the nine project summaries.

Federal Transit Administration (FTA): The government agency responsible for funding and regulating public transportation systems in the United States.

Federal Highway Administration (FHWA): The government agency responsible for funding and regulating ground transportation in the public right of way in the United States.

Capital Improvement Grant (CIG): A discretionary grant program within the Federal Transit Administration's Section 5309 that focuses on Fixed Guideway (I.e. rail or similar) systems. Large transit agencies commonly use it as a source of capital construction funding. The CIG program is divided into three subprograms: New Starts, Small Starts, and Core Capacity.

New Starts: CIG funding for design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transport or include a rail or catenary system. For projects over $400 million in total costs, seeking more than $150 million in grants.

Small Starts: CIG funding for design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represents a substantial investment in the corridor and emulate the features of rail. Total project cost less than $400 million, seeking less than $150 million in grants.

Planning: A term for the initial planning and scoping phase of a project, up to 30% conceptual design. The Oregon Department of Transportation refers to this phase as Program Development, while the Federal Transit Administration refers to it as Project Development.

Design: A term for the predominant design phase of a project, when Plans, Specifications and Estimates (PS&E) are further developed from 30% to 100%. The Oregon Department of Transportation refers to this as Project Development, while the Federal Transit Administration refers to it as Engineering.

Construction: A term for the phase of a project after 100% Plans, Specifications and Estimates are complete and the project is put out to bid. Includes all work until the improvement is open and operational.

Certified Agency: An organization that has been qualified to deliver federally funded projects by the Oregon Department of Transportation. The Federal Highway Administration allows states to determine appropriate oversight methods for delivering federally funded projects and ODOT uses a certification process. Once approved, they are known as a Certified Agency and can deliver projects as opposed to working with ODOT to deliver the project.

Capital Investment Grant Projects

Project Name	Montgomery Park Streetcar Extension	
Project Description:	The Portland Streetcar Montgomery Park Extension Project will extend the Portland Streetcar North-South (NS) Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses	
Project Funding:	*Requested from RFFA:* $20 million for match to a larger grant	*Total Project Cost:* $119 million in design and construction anticipated from FTA Small Starts or $178 million in design, construction and vehicle purchases anticipated from FTA Small Starts.
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Portland Bureau of Transportation, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.	
Recommended Action:	(DE) Project budget and schedule may require some extension to account for unknowns. (CN) Project schedule may require some extension to account for development timeline which affects ridership estimates and project match. **FTA Considerations:** Project schedule may require some extension to account for development timeline which affects ridership estimates and project match.	

Project Name	82nd Ave Transit Project	
Project Description:	The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through development of a corridor-based bus rapid transit (BRT) route that will include enhanced crossings or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.	
Project Funding:	*Requested from RFFA:* $30 million to use as match for a larger grant	*Total Project Cost:* $300 million total anticipated from FTA CIG Small Starts
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.	
Recommended Action:	(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries. (CN) The project team should also focus on securing local match to support project success. **FTA Considerations:** No additional considerations.	

Project Name	TV Highway Transit Project	
Project Description:	The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project replaces TriMet Rote 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.	
Project Funding:	*Requested from RFFA:* $30 million	*Total Project Cost:* $300 million total anticipated from FTA CIG Small Starts
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.	
Recommended Action:	(DE) Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition. (CN) The project team should also focus on securing local match to support project success. **FTA Considerations:** No additional considerations.	

Transit Vehicle Priority Projects

Project Name	SW 185th MAX Overcrossing	
Project Description:	The purpose of the SW 185th Avenue MAX Overcrossing project is to grade separate MAX light rail vehicles up and over SW 185th Avenue.	
Project Funding:	*Requested from RFFA:* $20-$30 million to be used as match	*Total Project Cost:* $108 million total anticipated through Federal Rail Administration crossing elimination program
Project Phase(s):	Design	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	**Project Planning (as requested from RFFA):** The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic. **Project Construction/Completion:** As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.	
Recommended Action:	(PE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties. (CN) Construction is not part of the funding request, however consider exploring additional or secondary grant/funding sources.	

Project Name	Better Bus Program	
Project Description:	The program consists of initial planning work and program administration, project development, and design and delivery of a select number of Better Bus projects. Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.	
Project Funding:	*Requested from RFFA:* $11 million total project cost	*Local Match:* $1,129,700 cash match from Metro local funds
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Metro (applicant), TriMet (partner), local jurisdictions (project delivery agencies)	
Project Delivery Considerations for Scope, Schedule and Budget:	If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.	
Recommended Action:	(PS, CN). No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.	

Project Name	Transit and Access-to-Transit Components to Earthquake Ready Burnside Bridge	
Project Description:	The Earthquake Ready Burnside Bridge (EQRB) Project will replace the existing Burnside Bridge with one that is seismically resilient, and has improved transit, pedestrian, and bicycle access to serve our community for decades to come. Multnomah County will be adding permanent transit improvements to the new bridge and the surrounding area to improve safe access to transit and transit vehicle priority. In 2026, the County will construct permanent improvements along transit, pedestrian, and bicycle detour routes that will be utilized during the construction of the new bridge Improvements such as new bus stops, protected bike lanes, signing and striping, pedestrian refuge islands, traffic diverters and other traffic calming measures, sidewalk reconstruction, and modifications to traffic signals will provide safer access to transit.	
Project Funding:	*Requested from RFFA:* $25 million for match to a larger grant	*Total Project Cost:* $897 million total via a mix of local and federal funds
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Multnomah County, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.	
Recommended Action:	(CN) No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.	

FIRST-LAST MILE AND SAFE ACCESS TO TRASIT PROJECTS

Project Name	Sunrise Gateway Corridor/Highway 212	
Project Description:	The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.	
Project Funding:	*Requested from RFFA:* $15 million for design only	*Local Match:* $1,540,500 cash match from the Road Fund
Project Phase(s):	Design	
Applicant and Project Delivery:	Clackamas County, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	**Project Planning (as requested from RFFA):** The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise. **Project Construction/Completion:** Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.	
Recommended Action:	(EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering. (CN) Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs. After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.	

Project Name	McLoughlin Boulevard (OR-99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements	
Project Description:	The project includes first/last mile bicycle and pedestrian connection will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.	
Project Funding:	*Requested from RFFA:* $9 million for design and construction	*Local Match:* $924,300 in cash match from Transportation System Development Charges
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	City of Oregon City. Delivery by ODOT	
Project Delivery Considerations for Scope, Schedule and Budget:	The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.	
Recommended Action:	(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, and to account for the ODOT federal aid delivery process.	

Project Name	72nd Ave Phase I Tigard Triangle Corridor Improvements	
Project Description:	This project will transform 72nd Avenue into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.	
Project Funding:	*Requested from RFFA:* $15,904,000 total project cost	*Local Match:* $3,976,000 in cash match from tax increment financing
Project Phase(s):	Planning, Design, Construction	
Applicant and Project Delivery:	City of Tigard. Delivered by ODOT	
Project Delivery Considerations for Scope, Schedule and Budget:	The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.	
Recommended Action:	(PL) Project's funding strategy may need to be expanded to account for full project cost estimates.	

Assessment Summary Table

A table summarizing the assessment information follows on the next page and contains the following headings:

- **Project Applicant**
- **Project Name and Description**
- **Overview of Project Delivery Considerations**
  This information matches the project summaries in this memorandum and allows for consolidated project review
- **Cost Risk Mitigation Needs**
  Mitigation needs are identified according to the project delivery assessment categories Kittelson reviewed and include Planning, Partnerships and Support, Environmental Considerations, Design, Construction and FTA Considerations. Recommended actions are matched with mitigation needs.
- **Recommended Action**
  Actions that can be taken to address anticipated cost risk mitigation needs.

For each project, if cost risk mitigation is suggested the appropriate project delivery assessment category is identified along with a level of mitigation effort. The level of mitigation effort is sorted into low, medium and high, which corresponds to the impact an unaddressed consideration could have on the project.

PROJECT DELIVERY ASSESSMENT - SUMMARY

The table below provides an overview of project delivery considerations, mitigation needs to reduce cost risk, and the recommended actions.

Project Delivery Assessment Categories

- PL Planning
- DE Design
- PS Partnerships& Support
- CN Construction
- EC Environmental Considerations
- FTA FTA Considerations

Mitigation Effort

- Low
- Medium
- High

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
CAPITAL INVESTMENT GRANT PROJECTS				
PBOT	**Montgomery Park Streetcar Extension** This project is part of the Montgomery Park Area Plan, and this extension will bring streetcar service to Montgomery Park, enhancing transit access and supporting planned development in the area.	Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.	DE CN FTA	DE Project budget and schedule may require some extension to account for unknowns. CN FTA Project schedule may require some extension to account for development timeline, which affects ridership estimates and project match.
TriMet	**82nd Ave Transit Project** The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through the development of a Frequent Express (FX) route that will include enhanced crossings or traffic signals at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info	There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.	DE CN	DE Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries. CN The project team should also focus on securing local match to support project success.
TriMet	**TV Highway Transit Project** The project replaces TriMet Route 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.	DE CN	DE Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition. CN The project team should also focus on securing local match to support project success.
TRANSIT VEHICLE PRIORITY PROJECTS				
Hillsboro	**185th Max Overcrossing** The project intends to grade separate MAX light rail vehicles up and over SW 185th Avenue.	The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic. As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.	DE CN*	DE This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties. CN Construction is not part of the funding request, however for project construction, the project team should consider exploring additional or secondary grant/funding sources.

*Not included in project funding request

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
Metro	**Better Bus** Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.	If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.	PS CN	PS CN No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.
Multnomah County	**Burnside Bridge** This project will replace the existing Burnside Bridge with a new structure designed to withstand seismic activity. The new bridge will improve transit, pedestrian, and bicycle access, offering a more resilient and accessible crossing point.	There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.	CN	CN No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.
FIRST-LAST MILE AND SAFE ACCESS TO TRANSIT PROJECTS				
Clackamas County	**Sunrise Corridor** The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.	The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise. Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.	EC DE CN*	EC DE (EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering. CN Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs. After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.
Oregon City	**McLoughlin Blvd OR-99E** The project includes first/last mile bicycle and pedestrian connection that will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.	The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.	DE	DE Project schedule may require some extension to account for multi-jurisdictional coordination, including the ODOT federal aid delivery process.
Tigard	**72nd Ave - Phase 1 Tigard Triangle Corridor Improvements** This project will transform 72nd Avenue from Pacific Highway to Dartmouth St into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.	The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.	PL	PL Project's funding strategy may need to be expanded to account for full project cost estimates.

*Not included in project funding request

Date: Tuesday, April 15, 2025

To: 28-30 Regional Flexible Fund Step 2 Applications, Transportation Policy Alternatives Committee (TPAC), and Interested Parties

From: Grace Cho, Principal Transportation Planner
Jake Lovell, Assistant GIS Specialist
Jean Senechal Biggs, Resource Development Section Manager

Subject: 28-30 Regional Flexible Fund Step 2: Final Outcomes Evaluation and Project Delivery Risk Assessment Results

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Purpose: To provide Regional Flexible Fund Step 2 applicants and TPAC an overview of the revisions made to technical scores to finalize the 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Risk Assessment results and outline next steps.

Technical Evaluations Purpose

As part of the Step 2 allocation process, Metro conducts a technical evaluation of each application received. There are two technical analyses undertaken:

- An Outcomes Evaluation focused on assessing how well the proposed project, as described in the application, advances regional goals and objectives.
- A Project Delivery Risk Assessment focused on potential risks the proposed project may encounter going through the federal aid project delivery process.

Both evaluations provide pieces of information to help shape the development of the Step 2 allocation package, but the Project Delivery Risk Assessment is typically used as part of the development of the conditions of approval for awarded projects and not part of the Step 2 allocation package.

Outcomes Evaluation and Project Delivery Risk Assessment Final Results

At the March TPAC and JPACT committee meetings, Metro staff shared the draft results of the Step 2 Outcomes Evaluation and the Project Delivery Risk Assessment. At the March presentations Metro staff encouraged Regional Flexible Fund Step 2 applicants to review their applications and contact Metro staff if they had any questions about the scoring. Five applicants reached out to discuss and review their technical evaluation scores: City of Gresham, City of Hillsboro, City of Portland, City of Tigard, and Washington County. Based on the discussions and information provided to Metro staff and follow up policy and technical reviews, Metro staff made the following revisions and adjustments to finalize the Step 2 technical evaluations:

- Adjustment across a majority of applications:
    - A technical error affected underlaying data for nine of the scoring questions. Metro issued revised Outcomes Evaluation results correcting the error on March 21st.
- Adjustment to Project Delivery Risk Assessment score for City of Portland Bureau of Transportation applications
    - Four of the City of Portland's Step 2 applications submitted by the Bureau of Transportation saw their risk ratings adjusted from Moderate to Low after city staff supplied supplemental information demonstrating secured and committed local matching funds.
- Adjustment to Outcomes Evaluation score for North Dakota Street (Fanno Creek) Bridge Replacement
    - Metro staff increased scores in the Climate Action and Resilience questions CAR22 and CAR20 section after the City of Tigard discussed how the project mitigates flooding and addresses seismic resiliency.

    - Metro staff increased scores for the project in criteria related to addressing active transportation gaps as defined in the Regional Active Transportation Plan as a substandard biking and walking facility. Scoring questions adjusted for were: Equitable Transportation (ET6), Safe System (SS8, SS9), Climate Action and Resilience (CAR9, CAR10) and Mobility Options (MO6).
- Adjustment to Outcomes Evaluation score for Cedar Mill Better Bus and Access to Transit Enhancements
    - Metro staff increased scores for two criteria: Mobility Options (MO9) and Thriving Economy (TE7) as the project is in a corridor with multiple transit lines, if combined, demonstrate higher ridership.

The finalized results are available on the Regional Flexible Fund webpage.

Next Steps
Table 1. outlines the next steps in the 28-30 Regional Flexible Fund Step 2 allocation process.

Table 1. 2028-2030 Regional Flexible Funds Step 2 – Next Steps and Key Dates

Activity	Date
2028-2030 RFFA public comment opens	March 26, 2025
Metro staff to provide finalized Outcomes Evaluation and Project Delivery Risk Assessment reports to coordinating committees and City of Portland	April 15, 2025
2028-2030 RFFA opportunity for public testimony at JPACT meeting	April 17, 2025
2028-2030 RFFA public comment closes	April 30, 2025
TPAC: Solicit concept input for Step 2 allocation package options	May 2, 2025
JPACT: Solicit concept input for Step 2 allocation package options	May 15, 2025
Summary of 28-30 RFFA Step 2 public comments issued to TPAC & JPACT - Summary also provided to coordinating committees and City of Portland for deliberations.	May 16, 2025
Coordinating committee and City of Portland deadline to submit coordinating committee priorities (if electing)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options - Reflective of technical analysis, concept input, and public comment. Possibly coordinating committee priorities. - Opportunity to provide input on preferred Step 2 allocation package	June 6, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options - Reflective of technical analysis, concept input, public comment and TPAC input. Possibly coordinating committee priorities. - Opportunity to provide input on preferred Step 2 allocation package	June 12, 2025
Metro Council: updates on Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Staff recommendation on finalize 28-30 RFFA Step 2 allocation package. Request recommendations to JPACT.	July 11, 2025
JPACT: Carry forward TPAC recommendation. Request action on 2028-2030 RFFA Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 Regional Flexible Fund Step 2 Allocation	July 31, 2025*

**Tentative dates still to be confirmed*

Regional Funding Allocation: Outcomes Evaluation Report

2028-2030 Regional Flexible Funds

Step 2

April 15, 2025

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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 2028 through 2030.

An estimate of approximately up to $42 million is available for projects to improve streets and trails throughout the region. While this amount of regional funding is small relative to 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).

BACKGROUND AND METHODOLOGY

In September 2024, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-four proposals were submitted by the November 22nd, 2024 deadline.

The Outcomes Evaluation is an analysis of the papplications, comparing and rating the projects using a set of performance measures criteria aligned towards the transportation goals in the RTP. It is one of several sources of information available for decision makers in developing a list of project investments.

The performance measures were developed as part of the 2028-2030 RFFA Program Direction adopted by the Metro Council in July 2024. The performance measures for the Regional Flexible Funds are taken directly from the 2023 RTP five goals. The RTP goals areas are as follows:

- Equitable Transportation
- Safe System
- Climate Action and Resilience
- Mobility Options
- Thriving Economy
- Design*

*Design is not one of the five RTP goals areas, but pulled out as a stand-alone criteria in lieu of having the design criteria embedded within each of the performance measures for the five RTP goal areas. The applications were assessed in how Metro's Designing Livable Streets and Trails guidelines were applied in the description of the project scope elements.

The overarching methodology for the Step 2 Outcomes Evaluation and the associated performance measures for the RTP goals areas and design were first discussed at the TPAC workshop in June 2024. As a starting place, Metro staff shared an outline of the performance measures used as part of the 2025-2027 Regional Flexible Fund Allocation and identified the different updates needed to reflect the adopted 2023 RTP goals. A refined version of the performance measures was shared at the August 2024 TPAC workshop ahead of opening the solicitation for Step 2 in September 2024. In addition, TPAC community organization representatives were provided a separate opportunity to review, discuss, and provide refinements to the performance measures in summer 2024. Metro staff also offered provided an overview and training on how to use and apply the Designing Libable Streets and Trails guidebook in September 2024. Final performance measures criteria for the purpose of scoring and rating Step 2 proposals were finalized in December 2024.

Using the performance measures criteria, Metro staff scored each project within the each of the five RTP goal areas to inform a categorial and then an overall rating. For those projects seeking construction funding, a scoring and a rating was also provided for the design performance measures criteria. Project development applications were not rated under design. All the RTP goals areas were weighted equally and if design was included as part of the Step 2 application evaluation, it was also weighted equally. The project application scoring involved three components where the application could receive a score that would eventually be complied to the overall application's rating. The three components include:

1) A geospatial analysis which provided a score of the performance measure criteria according to the setting and location of the proposed project as described and drawn in the Step 2 application. An example of a GIS scoring question includes: if a project is located in an equity focus area then the project application received an automatic score of 1.

2) A geospatial or policy dependent review of the performance measure criteria according to whether the proposed project location is within a specific geospatial area or on a facility or policy criteria. Examples of scoring questions of each type provided.

    a. Geospatial dependent review: Is the project located in a K – 12 grade walkshed?
    Instruction: If yes, then review the proposed project application scope and details. Does project contain elements that improve active transportation access to a school? If yes, score 1 point.

    b. Policy dependent review: Does project include scope elements to increase the efficiency of transit operations?
    Instruction: If yes, refer to Regional Transit Strategy Enhance Transit treatments and toolbox. Score 1 if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs).

3) A review of the project scope and application details according to performance measure criteria. An example of a scoring question includes:

    a. How has public input informed project's prioritization?
    Instruction: Review Community Involvement section application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 – 5 if there is demonstrated public involvement and implementation of that input.

For further information on performance measures and evaluation questions, as part of Appendix 2 of this report is the list of the Step 2 Outcomes Evaluation performance measures criteria and scoring questions applied to the Step 2 project applications.

Approximately 20% of the Outcomes Evaluation analysis on the Step 2 applications were done using geospatial analysis (component 1 described above) to determine if the project met a given performance measure. The remaining 80% of the evaluation was based on either a geospatial or policy dependent review of the proposed project description in the application according to the performance measure criteria (component 2 described above) or a review of the project scope and application details according to performance measure criteria (component 3 described above).

Once all the scores were compiled and calculated, all Step 2 project proposals were given a BEST/BETTER/GOOD rating in each of the five RFFA goal areas and design, if applicable. In addition, an overall rating was provided. The ratings were based on Jenks natural break points calculation with review by Metro staff to determine if any adjustments are necessary to the natural break points for the ratings. See further discussion on the ratings methodology in the following section.

UNDERSTANDING THE PROJECT RATINGS

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 categories:

- Projects seeking Regional Flexible Funds for Planning and/or Project Development
- Projects seeking Regional Flexible Funds for Construction

Creating distinct categories allows for a more relevant comparison between applications at similar phases of their development and seeking a specific funding source with different criteria. As information, a summary of all projects overall is provided as part of Appendix 1.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant RTP goal areas and design, if applicable. No RTP goal area or design is weighted greater than the others. Project applications were also given an overall rating, based on the averages of the scores.

- There were six categories with a total of 91 points available (or 75 total points for only the five RTP goal areas). The number of points per question and each in each section area was adjusted so that the total number of points available in each RTP goal area and Design equaled 16.67% of the overall project rating for construction proposals and 20% of the overall project rating for project development proposals.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the 2028-2030 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 goal area (e.g. Equitable Transportation, Mobility Options) and among the project type (e.g. Step 2 applications only seeking planning and/or project development funding). In addition, an overall GOOD/BETTER/BEST rating is assigned by project type according to normalized scores across all the goal areas and design, if applicable. As noted in a previous section the GOOD/BETTER/BEST ratings were initially determined through a Jenks natural breaks classification. Following the Jenks natural breaks classification, Metro staff reviewed the break points and, if necessary, made adjustments to the break point between one rating to the other. Adjustments were mostly made for the ratings in the goal area and overall ratings of the Step 2 project development applications in part because the Jenks natural breaks classification created unusual breaks with a very small pool (five applications) to process. Where adjustments were made to ratings in the goals areas for the Step 2 construction applications, usually the adjustments were

often for one or up to three projects.

In taking this approach, two details are likely noticeable: 1) when looking at the different rating across all the Step 2 applications there is often not a consistent or standard number of applications across each of the ratings; and 2) in some cases based on the breaks not all three ratings (GOOD/BETTER/BEST) are represented. Below is an example of how the ratings were derived, using the Step 2 project application type (Construction), are described below:

> In the Equitable Transportation goal area, the average score was 64.4 percent. The scores ranged from a high of 82.5 percent to a low of 23.8 percent. Looking at the average, maximum and minimum Equitable Transportation scores of these projects, natural breaks in the scores emerged. There were seven projects that achieved a 74.6 percent score or greater; these were rated BEST. Nine projects had scores ranging from 57.1 percent to 69.8 percent; these were rated BETTER. Three projects had scores below 49.2 percent score and were rated GOOD.

The Overall rating was calculated using the average of the criteria area ratings for application within a specific category. The overall rating is derived based on the project's average scores, relative to the other projects average scores, not to the project's individual RTP goal area or design rating. For example, an application may have BETTER ratings in the Equitable Transportation, Safe System, and Thriving Economy goal areas, but receives a GOOD rating overall. This is because its overall rating is low compared to the other application's overall ratings. The Outcomes Evaluation ratings for the Step 2 applications are provided in Table 1.

Table 1. 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings

Appendix 1

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation All Applications Ratings Summary Condensed - Final

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	70.97	Best	Best	Best	Best	Best	Better	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	60.58	Best	Best	Better	Best	Good	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Best	Better
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60	Best	Better	Best	Best	Best	Better	Best
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	59.71	Best	Better	Good	Best	Best	Better	Better
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	59.45	Best	Best	Good	Better	Better	Better	Best
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	58.14	Better	Better	Better	Better	Better	Better	Best
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Best
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	54.62	Better	Better	Good	Better	Best	Better	Better
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	52.34	Better	Best	Good	Best	Good	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Better	Best	Good	Better	Better	Better
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Better
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	50.9	Better	Better	Best	Better	Better	Better	Good
CFP6	Westside Trail Segment 1 - King City	47.65	Good	Better	Better	Better	Good	Good	Better
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	47.3	Good	Better	Better	Good	Best	Better	Good
CFP9	Red Electric Trail East of SW Shattuck Rd	44.78	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	44.48	Good	Good	Good	Best	Better	Better	Good
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	54.05	Better	Better	Best	Better	Better	Better	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	51.88	Better	Better	Better	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	30.3	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	27.9	Good	Good	Good	Good	Good	Good	N/A

PROJECT RATING DETAILS

The compiled ratings by project type and RTP goal area and design are included in Appendix 1 to this report. Appendix 2 includes the individual technical rating worksheets and the Step 2 Outcomes Evaluation performance measures criteria and scoring questions. For ease to search and view in detail an Excel workbook of Appendix 1 and 2 is available for download on the 28-30 Regional Flexible Fund Step 2 webpage.

The following pages provide details on the candidate project's Outcomes Evaluation ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by jurisdiction and according to application type (e.g. project development or construction) as follows:

Planning and Project Development

- Lakeview Blvd - Jean Rd to McEwan Rd
- Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
- NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning
- OR99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
- SW 175th Design: SW Condor Lane to SW Kemmer Road

Construction

- Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
- Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
- Gladstone Historic Trolley Trail Bridge Construction
- NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
- NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue
- OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
- Smart SW 185th Avenue ITS and Better Bus Project
- Westside Trail Segment 1 - King City
- Outer Halsey and Outer Foster (ITS Signal Improvements)
- NE Glisan St: 82nd Avenue Multimodal Safety and Access
- NE MLK Jr Blvd Safety and Access to Transit
- NE Prescott St: 82nd Ave Multimodal Safety and Access
- Red Electric Trail East of SW Shattuck Rd
- W Burnside Green Loop Crossing
- Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
- North Dakota Street (FannoCreek) Bridge Replacement
- Bridge Crossing of Hwy. 26 by the Westside Trail
- Beaverton Creek Trail: Merlo Road Improvements
- Cedar Mill Better Bus and Access to Transit Enhancements

2028 – 2030 Regional Flexible Fund Step 2 – Project Development Applications
(alphabetical by nominating agency)

Project name:	Lakeview Blvd - Jean Rd to McEwan Rd
Applicant:	City of Lake Oswego
Amount requested:	$983,000
Description:	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.
Project phase(s):	Planning/Project Development
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**GOOD**
Safe System	**GOOD**
Climate Action and Resilience	**GOOD**
Mobility Options	**GOOD**
Thriving Environment	**BETTER**
Overall	**GOOD**

Project name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
Applicant:	City of Milwaukie
Amount requested:	$2,707,217
Description:	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.
Project phase(s):	Project development
Evaluation notes:	Liked the ties between the project and building future transit service and how the project will serve students who use the corridor for bus service. While the project is not located on/as high injury corridor, recognition there are injuries/crashes in the proximity.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BEST**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Overall	**BETTER**

Project name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning
Applicant:	Multnomah County
Amount requested:	897300

Description:	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.
Project phase(s):	Planning, project development
Evaluation notes:	As a project development application, was scored for activities mentioned in the application but understand that these may not be actualized in the final design.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**BEST**
Climate Action and Resilience	**BEST**
Mobility Options	**BEST**
Thriving Environment	**BEST**
Overall	**BEST**

Project name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
Applicant:	City of Oregon City
Amount requested:	$3,832,341
Description:	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.
Project phase(s):	Planning, Project Development
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BETTER**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Overall	**BETTER**

Project name:	SW 175th Design: SW Condor Lane to SW Kemmer Road
Applicant:	Washington County
Amount requested:	$2,593,196
Description:	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.

Project phase(s):	Project development
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**GOOD**
Safe System	**GOOD**
Climate Action and Resilience	**GOOD**
Mobility Options	**GOOD**
Thriving Environment	**GOOD**
Overall	**GOOD**

2028 – 2030 Regional Flexible Fund Step 2 – Construction Applications
(alphabetical by nominating agency)

Project name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
Applicant:	City of Beaverton
Amount requested:	$4,649,687
Description:	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.
Project phase(s):	Construction
Evaluation notes:	Would like to see more transit priority on a high capacity transit route. Would like to see more discussion of why the project scope includes more landscaping instead of more bus priority.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**GOOD**
Climate Action and Resilience	**BETTER**
Mobility Options	**BEST**
Thriving Environment	**BETTER**
Design	**BETTER**
Overall	**BETTER**

Project name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
Applicant:	Clackamas County
Amount requested:	$7,228,290
Description:	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.
Project phase(s):	Construction
Evaluation notes:	Project seeks to address well documented problems and clearly demonstrates most vulnerable and lowest income residents would be served by project. Clear demonstration of community and business support. The project speed is very high and would be beneficial to pedestrian and bicycle safety to consider, but the project does aim to address safety risks for people walking and biking and the design classification of the facility will likely be updated to Industrial Street. Project only includes basic stormwater management and no green infrastructure. Concern that segment between 114th and 120th only has bike lane on one side.
Outcomes ratings:	

Equitable Transportation	**BETTER**
Safe System	**GOOD**
Climate Action and Resilience	**GOOD**
Mobility Options	**BETTER**
Thriving Environment	**BEST**
Design	**BETTER**
Overall	**BETTER**

Project name:	Gladstone Historic Trolley Trail Bridge Construction
Applicant:	City of Gladstone
Amount requested:	$8,721,932
Description:	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.
Project phase(s):	Construction
Evaluation notes:	There was extensive involvement of a Community Advisory Committee and Technical Advisory Committee, as well as clear changes to the project design from community involvement related to the alternatives. Hits all priorities. This project does create more access to jobs and a regional center for an equity focus area by active transportation. While no local TSAP, the project provides a safe alternative to avoid two separate high injury intersections for active transportation users. Meets standards for typical rail path. Ideally would be wider and have mode separation. Meets width requirements generally, but could be better in path design and completing gaps. Portland Avenue is still missing facilities so gap not totally closed. Ideally would connect to bike facilities on the north side, to the trail to the east, or at least some on-street treatments (e.g. striping, sharrow, signage) on Clackamas Boulevard to the west or Portland Avenue to the north. Not clear on the landing designs. Identified and mitigated environmental concern, and design within constraints. Demonstrates good financial stewardship.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**BETTER**
Climate Action and Resilience	**BEST**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BETTER**

Project name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
Applicant:	City of Gresham

Amount requested:	$9,420,793
Description:	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.
Project phase(s):	Construction
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BEST**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**GOOD**
Overall	**BETTER**

Project name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue
Applicant:	City of Gresham
Amount requested:	$4,067496
Description:	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.
Project phase(s):	Construction
Evaluation notes:	Project fills critical gap. Identified in Active Transportation Plan which included equity and safety measures. Health disparities identified, including high levels of diabetes. Fills gap to improve access to transit.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**BETTER**
Climate Action and Resilience	**BEST**
Mobility Options	**GOOD**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BEST**

Project name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
Applicant:	City of Happy Valley
Amount requested:	$12,026,118
Description:	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.
Project phase(s):	Construction

Evaluation notes:	Added turn lanes are predicted to reduce delay by 5 seconds, could lead to an improvement for transit mobility, increased access to various 2040 designations and access for people living in the five identified mobile home parks. Pedestrian and bike gaps remain on either end of project extent and no clear vision for active transportation in the corridor. Project may increase traffic volumes and will increase crossing width by adding turn lanes. Some of the project's bike and pedestrian elements do not have enough vertical separation for a highway facility this project is located on. Consideration or discussion of tradeoffs of the following design and safety features were not presented in the proposal: • narrowing traffic lanes to add more separation • leading pedestrian interval • high visibility crosswalks Lastly, the project did not indicate results of a safety audit indicating that turn lanes are the best solution to improve safety (e.g. speed could be a major factor). Could not find any public input specific to this project. Based on material provided and described, there appeared to be strong opposition to bike elements in general.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**GOOD**
Climate Action and Resilience	**BETTER**
Mobility Options	**GOOD**
Thriving Environment	**BEST**
Design	**GOOD**
Overall	**BETTER**

Project name:	Smart SW 185th Avenue ITS and Better Bus Project
Applicant:	City of Hillsboro
Amount requested:	$4,572,738
Description:	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.
Project phase(s):	Construction
Evaluation notes:	Provided a discretionary transit point. Public involved in prioritizing corridor for improvements for Washington County Transit Study and Regional HCT Strategy. Baseline/185th identified in the TSAP and project does include one section of protected bike intersection. Project replaces existing facilities when redoing the existing curbs. While there

	are transit signal priority elements and a one-side protected bike intersection, the vast majority of this project is signal timing to reduce delay for vehicles. The bicycle facility remains substandard and the sidewalk the bare minimum. Responses to design questions and reference to design classification indicates vehicles should be accommodated but are currently prioritized. Cost is due to not making trade-offs.
Outcomes ratings:	
Equitable Transportation	**GOOD**
Safe System	**GOOD**
Climate Action and Resilience	**BEST**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**GOOD**
Overall	**GOOD**

Project name:	Westside Trail Segment 1 - King City
Applicant:	City of King City
Amount requested:	$7,841,343
Description:	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft surface/equestrian trail. The street connections include sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations
Project phase(s):	Construction
Evaluation notes:	Social vulnerability index disparity identifies proximity of 3 mobile home locations. Great public engagement and documentation. Project provides redundant route in event of flooding.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BETTER**
Climate Action and Resilience	**BETTER**
Mobility Options	**GOOD**

Thriving Environment	**GOOD**
Design	**BETTER**
Overall	**GOOD**

Project name:	Outer Halsey and Outer Foster (ITS Signal Improvements)
Applicant:	Portland Bureau of Transportation
Amount requested:	$4,416,999
Description:	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.
Project phase(s):	Construction
Evaluation notes:	While transit signal priority is noted as a possible next step, these areas are not noted in the cities Enhance Transit Concept Plan (except for a segment on Foster from 82nd to 122nd). This is a vehicle improvement project that could potentially be used for transit in the future. Narrative says project came from community comments and is in RTP and Transportation System Plan (TSP). Signals are in TSP but unconstrained for outer Halsey and Foster. These projects and description in RTP are more around active transportation improvements not part of this project for the Foster portion. Intelligent Transportation Systems is focus of Halsey project. Documentation of community comments would have been helpful to provide support to either. Includes pedestrian features but not of highest design according to classification and does not include bike or transit features. Responses to design questions indicate pedestrian priority, but not bike or transit, reduces speed of vehicles but increases reliability though not focus of classification. Would've liked to know why no bike or TSP features and further discussion of tradeoffs.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BETTER**
Climate Action and Resilience	**GOOD**
Mobility Options	**BEST**
Thriving Environment	**BETTER**
Design	**GOOD**
Overall	**GOOD**

Project name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,577,698
Description:	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue,

	improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.
Project phase(s):	Construction
Evaluation notes:	Adds buffered bike facilities, widens sidewalks, adds Business Access Transit lanes, crossings/access to transit. Part of multiple plans and priority of 82nd Avenue coalition. Widening to optimal width, bike lanes with more separation, enhanced.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**BEST**
Climate Action and Resilience	**BEST**
Mobility Options	**BEST**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BEST**

Project name:	NE MLK Jr Blvd Safety and Access to Transit
Applicant:	Portland Bureau of Transportation
Amount requested:	$4,879,517
Description:	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.
Project phase(s):	Construction
Evaluation notes:	Safe Routes to School priority investment routes were informed by a huge engagement effort and identified by schools themselves. Project represents the value of investing in crossing improvements on high crash network for pedestrians.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**BEST**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BEST**
Design	**BETTER**
Overall	**BEST**

Project name:	NE Prescott St: 82nd Ave Multimodal Safety and Access
Applicant:	Portland Bureau of Transportation

Amount requested:	$7,732,932
Description:	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.
Project phase(s):	Construction
Evaluation notes:	Crossings, access to transit, affordable housing access are barriers addressed by project. Project is part of multiple plans and priority of 82nd Avenue coalition. Bike up and over at transit stops supports transit efficiency and reliability by reducing bike/bus conflict. But stop redesign does not include transit signal priority.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**GOOD**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BEST**

Project name:	W Burnside Green Loop Crossing
Applicant:	Portland Bureau of Transportation
Amount requested:	$3,938,250
Description:	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.
Project phase(s):	Construction
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**BETTER**
Safe System	**BEST**
Climate Action and Resilience	**GOOD**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**BETTER**
Overall	**BETTER**

Project name:	Red Electric Trail East of SW Shattuck Rd
Applicant:	Portland Parks and Recreation
Amount requested:	$7,677,446
Description:	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.
Project phase(s):	Construction
Evaluation notes:	Identified as priority in Transportation System Plan. Makes improvements to address mobility barriers for seniors and people with disabilities. Is a safe routes to school project. Lots of public engagement.
Outcomes ratings:	
Equitable Transportation	**GOOD**
Safe System	**BETTER**
Climate Action and Resilience	**GOOD**
Mobility Options	**GOOD**
Thriving Environment	**GOOD**
Design	**BEST**
Overall	**GOOD**

Project name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
Applicant:	City of Sherwood
Amount requested:	$8,860,030
Description:	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.
Project phase(s):	Construction
Evaluation notes:	No evaluators comments.
Outcomes ratings:	
Equitable Transportation	**GOOD**
Safe System	**BEST**
Climate Action and Resilience	**GOOD**
Mobility Options	**BEST**
Thriving Environment	**GOOD**
Design	**BETTER**
Overall	**GOOD**

Project name:	North Dakota Street (FannoCreek) Bridge Replacement
Applicant:	City of Tigard
Amount requested:	$8,000,000
Description:	Replace bridge with bike lanes and sidewalk.
Project phase(s):	Construction
Evaluation notes:	Demonstrated the project is in a high equity needs area, good public engagement and connects people to jobs. Considered a gap in the regional trail because it is a substandard facility and does not provide safe bike and pedestrian crossing of the trail. The project increases resilience for both seismic and flooding.
Outcomes ratings:	
Equitable Transportation	**BEST**
Safe System	**GOOD**
Climate Action and Resilience	**BEST**
Mobility Options	**GOOD**
Thriving Environment	**BETTER**
Design	**BETTER**
Overall	**BETTER**

Project name:	Bridge Crossing of Hwy. 26 by the Westside Trail
Applicant:	Tualatin Hills Parks and Recreation District
Amount requested:	$6,000,000
Description:	Construct a 12’ wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.
Project phase(s):	Construction
Evaluation notes:	No evaluators comments.

Outcomes ratings:	RFFA
Equitable Transportation	**BETTER**
Safe System	**BETTER**
Climate Action and Resilience	**BETTER**
Mobility Options	**BETTER**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BETTER**

Project name:	Beaverton Creek Trail: Merlo Road Improvements
Applicant:	Washington County
Amount requested:	$6,640,700
Description:	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.
Project phase(s):	Construction
Evaluation notes:	No evaluators comments.
Outcomes ratings:	RFFA
Equitable Transportation	**BETTER**
Safe System	**BEST**
Climate Action and Resilience	**BEST**
Mobility Options	**BEST**
Thriving Environment	**BETTER**
Design	**BEST**
Overall	**BEST**

Project name:	Cedar Mill Better Bus and Access to Transit Enhancements
Applicant:	Washington County
Amount requested:	$5,252,300
Description:	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.
Project phase(s):	Construction
Evaluation notes:	Noted as a safety location in Beaverton SPIS. Key intersection on high injury corridor map. Positive bikes on sidewalk at that key intersection is a safety improvement. However, project not addressing bike gap; bus improvements take from bike and pedestrian facilities and removing street trees rather than vehicle lanes. Bike improvement drops cyclists into a substandard facility. Would've liked discussion on why those trade-offs were made and why the bike gap was left.
Outcomes ratings:	

Equitable Transportation	**BETTER**
Safe System	**GOOD**
Climate Action and Resilience	**BEST**
Mobility Options	**BEST**
Thriving Environment	**BETTER**
Design	**BETTER**
Overall	**BEST**

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External Reviewers:
Lewis Lem – Port of Portland
Kate Lyman – TriMet

Metro staff:
Ted Leybold – Planning, Development and Research Department Deputy Director
Jean Senechal-Biggs – Resource Development Section Manager
Summer Blackhorse
Grace Cho
Ally Holmqvist
Monica Krueger
Gabriela Lopez
Lake Strongheart McTighe
Noel Mickelberry
Blake Perez
Eliot Rose

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Duncan Hwang, District 6

Auditor
Brian Evans

600 NE Grand Ave. Portland,
OR 97232-2736
503-797-1700

Appendix 1
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation All Applications Ratings Summary Condensed - Final

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	70.97	Best	Best	Best	Best	Best	Better	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	60.58	Best	Best	Better	Best	Good	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Best	Better
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60	Best	Better	Best	Best	Best	Better	Best
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	59.71	Best	Better	Good	Best	Best	Better	Better
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	59.45	Best	Best	Good	Better	Better	Better	Best
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	58.14	Better	Better	Better	Better	Better	Better	Best
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Best
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	54.62	Better	Better	Good	Better	Best	Better	Better
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	52.34	Better	Best	Good	Best	Good	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Better	Best	Good	Better	Better	Better
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Better
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	50.9	Better	Better	Best	Better	Better	Better	Good
CFP6	Westside Trail Segment 1 - King City	47.65	Good	Better	Better	Better	Good	Good	Better
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	47.3	Good	Better	Better	Good	Best	Better	Good
CFP9	Red Electric Trail East of SW Shattuck Rd	44.78	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	44.48	Good	Good	Good	Best	Better	Better	Good
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	54.05	Better	Better	Best	Better	Better	Better	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	51.88	Better	Better	Better	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	30.3	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	27.9	Good	Good	Good	Good	Good	Good	N/A

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?		0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14: Do you have any comments about any of the topics covered in the Safe System section?		0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?			No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Reference only. No points allocated. GIS evaluated.	1	No	No	No
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	No	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?			No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?			No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?			No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation
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Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path

Project ID:	*CFP3*							
Project Name:	*Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path

Project ID:	*CFP3*							
Project Name:	*Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	No	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path

Project ID:	*CFP3*
Project Name:	*Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path

Project ID:	*CFP3*							
Project Name:	*Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Project seeks to address well documented problems and clearly demonstrates most vulnerable and lowest income residents would be served by project. Clear demonstration of community and business support. The project speed is very high and would be beneficial to pedestrian and bicycle safety to consider, but the project does aim to address safety risks for people walking and biking and the design classification of the facility will likely be updated to Industrial Street. Project only includes basic stormwater management and no green infrastructure. Concern that segment between 114th and 120th only has bike lane on one side.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	*CFP5*							
Project Name:	*NE Prescott St: 82nd Ave Multimodal Safety and Access*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	*CFP5*
Project Name:	*NE Prescott St: 82nd Ave Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	*CFP5*
Project Name:	*NE Prescott St: 82nd Ave Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
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NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	*CFP5*
Project Name:	*NE Prescott St: 82nd Ave Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community Street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Crossings, access to transit, affordable housing access are barriers addressed by project. Project is part of multiple plans and priority of 82nd Avenue coalition. Bike up and over at transit stops supports transit efficiency and reliability by reducing bike/bus conflict. But stop redesign does not include transit signal priority.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	*CFP6*							
Project Name:	*Westside Trail Segment 1 - King City*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	*CFP6*
Project Name:	*Westside Trail Segment 1 - King City*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	*CFP6*							
Project Name:	*Westside Trail Segment 1 - King City*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Westside Trail Segment 1 - King City

Project ID:	*CFP6*
Project Name:	*Westside Trail Segment 1 - King City*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Social vulnerability index disparity identifies proximity of 3 mobile home locations. Great public engagement and documentation. Project provides redundant route in event of flooding.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)

Project ID:	*CFP8*							
Project Name:	*OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	3.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)

Project ID:	*CFP8*							
Project Name:	*OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)

Project ID:	*CFP8*							
Project Name:	*OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.67	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)

Project ID:	*CFP8*
Project Name:	*OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Added turn lanes are predicted to reduce delay by 5 seconds, could lead to an improvement for transit mobility, increased access to various 2040 designations and access for people living in the five identified mobile home parks. Pedestrian and bike gaps remain on either end of project extent and no clear vision for active transportation in the corridor. Project may increase traffic volumes and will increase crossing width by adding turn lanes. Some of the project's bike and pedestrian elements do not have enough vertical separation for a highway facility this project is located on. Consideration or discussion of tradeoffs of the following design and safety features were not presented in the proposal: •Narrowing traffic lanes to add more separation •Leading pedestrian interval •High visibility crosswalks Lastly, the project did not indicate results of a safety audit indicating that turn lanes are the best solution to improve safety (e.g. speed could be a major factor). Could not find any public input specific to this project. Based on material provided and described, there appeared to be strong opposition to bike elements in general.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Rd

Project ID:	*CFP9*							
Project Name:	*Red Electric Trail East of SW Shattuck Rd*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Rd

Project ID:	*CFP9*
Project Name:	*Red Electric Trail East of SW Shattuck Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Rd

Project ID:	*CFP9*
Project Name:	*Red Electric Trail East of SW Shattuck Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Red Electric Trail East of SW Shattuck Rd

Project ID:	*CFP9*
Project Name:	*Red Electric Trail East of SW Shattuck Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Identified as priority in Transportation System Plan. Makes improvements to address mobility barriers for seniors and people with disabilities. Is a safe routes to school project. Lots of public engagement.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Hwy. 26 by the Westside Trail

Project ID:	*CFP10*							
Project Name:	*Bridge Crossing of Hwy. 26 by the Westside Trail*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Hwy. 26 by the Westside Trail

Project ID:	*CFP10*
Project Name:	*Bridge Crossing of Hwy. 26 by the Westside Trail*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Hwy. 26 by the Westside Trail

Project ID:	*CFP10*							
Project Name:	*Bridge Crossing of Hwy. 26 by the Westside Trail*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Bridge Crossing of Hwy. 26 by the Westside Trail

Project ID:	*CFP10*
Project Name:	*Bridge Crossing of Hwy. 26 by the Westside Trail*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	*CFP11*							
Project Name:	*Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	*CFP11*							
Project Name:	*Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	*CFP11*							
Project Name:	*Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	*CFP11*
Project Name:	*Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	n/a	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Liked the ties between the project and building future transit service and how the project will serve students who use the corridor for bus service. While the project is not located on/as high injury corridor, recognition there are injuries/crashes in the proximity.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	*CFP12*							
Project Name:	*Gladstone Historic Trolley Trail Bridge Construction*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	*CFP12*
Project Name:	*Gladstone Historic Trolley Trail Bridge Construction*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	*CFP12*							
Project Name:	*Gladstone Historic Trolley Trail Bridge Construction*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Gladstone Historic Trolley Trail Bridge Construction

Project ID:	*CFP12*
Project Name:	*Gladstone Historic Trolley Trail Bridge Construction*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		There was extensive involvement of a Community Advisory Committee and Technical Advisory Committee, as well as clear changes to the project design from community involvement related to the alternatives. Hits all priorities. This project does create more access to jobs and a regional center for an equity focus area by active transportation. While no local TSAP, the project provides a safe alternative to avoid two separate high injury intersections for active transportation users. Meets standards for typical rail path. Ideally would be wider and have mode separation. Meets width requirements generally, but could be better in path design and completing gaps. Portland Avenue is still missing facilities so gap not totally closed. Ideally would connect to bike facilities on the north side, to the trail to the east, or at least some on-street treatments (e.g. striping, sharrow, signage) on Clackamas Boulevard to the west or Portland Avenue to the north. Not clear on the landing designs. Identified and mitigated environmental concern, and design within constraints. Demonstrates good financial stewardship.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue

Project ID:	*CFP13*							
Project Name:	*NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue

Project ID:	*CFP13*
Project Name:	*NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue

Project ID:	*CFP13*							
Project Name:	*NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.67	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.33	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue

Project ID:	*CFP13*
Project Name:	*NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village

Project ID:	*CFP14*
Project Name:	*OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
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OR99E (McLoughlin Boulevard) 10th Street to Tumwater village

Project ID:	*CFP14*
Project Name:	*OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

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Project ID:	*CFP14*
Project Name:	*OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

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RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Highway, Community boulevard, Regional boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	n/a	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

Project ID:	*CFP15*							
Project Name:	*NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

Project ID:	*CFP15*							
Project Name:	*NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	1.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

Project ID:	*CFP15*
Project Name:	*NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

Project ID:	*CFP15*							
Project Name:	*NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	n/a	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		As a project development application, was scored for activities mentioned in the application but understand that these may not be actualized in the final design.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	*CFP16*							
Project Name:	*Beaverton Creek Trail: Merlo Road Improvements*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	*CFP16*
Project Name:	*Beaverton Creek Trail: Merlo Road Improvements*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	*CFP16*
Project Name:	*Beaverton Creek Trail: Merlo Road Improvements*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Creek Trail: Merlo Road Improvements

Project ID:	*CFP16*
Project Name:	*Beaverton Creek Trail: Merlo Road Improvements*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St

Project ID:	*CFP17*							
Project Name:	*Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St

Project ID:	*CFP17*							
Project Name:	*Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St

Project ID:	*CFP17*							
Project Name:	*Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	2.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St

Project ID:	*CFP17*
Project Name:	*Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Would like to see more transit priority on a high capacity transit route. Would like to see more discussion of why the project scope includes more landscaping instead of more bus priority.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	*CFP18*							
Project Name:	*NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	*CFP18*							
Project Name:	*NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	*CFP18*							
Project Name:	*NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	2.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	*CFP18*
Project Name:	*NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Project fills critical gap. Identified in Active Transportation Plan which included equity and safety measures. Health disparities identified, including high levels of diabetes. Fills gap to improve access to transit.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	*CFP19*							
Project Name:	*Outer Halsey and Outer Foster (ITS Signal Improvements)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.33	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	*CFP19*							
Project Name:	*Outer Halsey and Outer Foster (ITS Signal Improvements)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	*CFP19*							
Project Name:	*Outer Halsey and Outer Foster (ITS Signal Improvements)*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.67	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	*CFP19*
Project Name:	*Outer Halsey and Outer Foster (ITS Signal Improvements)*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.67	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.67	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	0.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		While transit signal priority is noted as a possible next step, these areas are not noted in the cities Enhance Transit Concept Plan (except for a segment on Foster from 82nd to 122nd). This is a vehicle improvement project that could potentially be used for transit in the future. Narrative says project came from community comments and is in RTP and Transportation System Plan (TSP). Signals are in TSP but unconstrained for outer Halsey and Foster. These projects and description in RTP are more around active transportation improvements not part of this project for the Foster portion. Intelligent Transportation Systems is focus of Halsey project. Documentation of community comments would have been helpful to provide support to either. Includes pedestrian features but not of highest design according to classification and does not include bike or transit features. Responses to design questions indicate pedestrian priority, but not bike or transit, reduces speed of vehicles but increases reliability though not focus of classification. Would've liked to know why no bike or transit signal priority features and further discussion of tradeoffs.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	*CFP21*							
Project Name:	*Smart SW 185th Avenue ITS and Better Bus Project*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	*CFP21*
Project Name:	*Smart SW 185th Avenue ITS and Better Bus Project*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	1.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.33	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	2.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	*CFP21*
Project Name:	*Smart SW 185th Avenue ITS and Better Bus Project*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	*CFP21*
Project Name:	*Smart SW 185th Avenue ITS and Better Bus Project*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Provided a discretionary transit point. Public involved in prioritizing corridor for improvements for Washington County Transit Study and Regional HCT Strategy. Baseline/185th identified in the TSAP and project does include one section of protected bike intersection. Project replaces existing facilities when redoing the existing curbs. While there are transit signal priority elements and a one-side protected bike intersection, the vast majority of this project is signal timing to reduce delay for vehicles. The bicycle facility remains substandard and the sidewalk the bare minimum. Responses to design questions and reference to design classification indicates vehicles should be accommodated but are currently prioritized. Cost is due to not making trade-offs.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	*CFP22*							
Project Name:	*North Dakota Street (Fanno Creek) Bridge Replacement*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	*CFP22*
Project Name:	*North Dakota Street (Fanno Creek) Bridge Replacement*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

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Project ID:	*CFP22*							
Project Name:	*North Dakota Street (Fanno Creek) Bridge Replacement*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.33	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

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Project ID:	*CFP22*
Project Name:	*North Dakota Street (Fanno Creek) Bridge Replacement*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Safe Routes to School priority investment routes were informed by a huge engagement effort and identified by schools themselves. Project represents the value of investing in crossing improvements on high crash network for pedestrians.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr Blvd Safety and Access to Transit

Project ID:	*CFP23*							
Project Name:	*NE MLK Jr Blvd Safety and Access to Transit*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr Blvd Safety and Access to Transit

Project ID:	*CFP23*							
Project Name:	*NE MLK Jr Blvd Safety and Access to Transit*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr Blvd Safety and Access to Transit

Project ID:	*CFP23*							
Project Name:	*NE MLK Jr Blvd Safety and Access to Transit*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	1.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.67	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE MLK Jr Blvd Safety and Access to Transit

Project ID:	*CFP23*
Project Name:	*NE MLK Jr Blvd Safety and Access to Transit*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Demonstrated the project is in a high equity needs area, good public engagement and connects people to jobs. Considered a gap in the regional trail because it is a substandard facility and does not provide safe bike and pedestrian crossing of the trail. The project increases resilience for both seismic and flooding.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan St: 82nd Avenue Multimodal Safety and Access

Project ID:	*CFP24*
Project Name:	*NE Glisan St: 82nd Avenue Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan St: 82nd Avenue Multimodal Safety and Access

Project ID:	*CFP24*
Project Name:	*NE Glisan St: 82nd Avenue Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan St: 82nd Avenue Multimodal Safety and Access

Project ID:	*CFP24*
Project Name:	*NE Glisan St: 82nd Avenue Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
NE Glisan St: 82nd Avenue Multimodal Safety and Access

Project ID:	*CFP24*
Project Name:	*NE Glisan St: 82nd Avenue Multimodal Safety and Access*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Adds buffered bike facilities, widens sidewalks, adds Business Access Transit lanes, crossings/access to transit. Part of multiple plans and priority of 82nd Avenue coalition. Widening to optimal width, bike lanes with more separation, enhanced.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Blvd - Jean Rd to McEwan Rd

Project ID:	*CFP25*
Project Name:	*Lakeview Blvd - Jean Rd to McEwan Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	0.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Blvd - Jean Rd to McEwan Rd

Project ID:	*CFP25*
Project Name:	*Lakeview Blvd - Jean Rd to McEwan Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Blvd - Jean Rd to McEwan Rd

Project ID:	*CFP25*
Project Name:	*Lakeview Blvd - Jean Rd to McEwan Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.33	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Lakeview Blvd - Jean Rd to McEwan Rd

Project ID:	*CFP25*
Project Name:	*Lakeview Blvd - Jean Rd to McEwan Rd*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.33	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	n/a	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	*CFP26*
Project Name:	*W Burnside Green Loop Crossing*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	*CFP26*
Project Name:	*W Burnside Green Loop Crossing*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	*CFP26*
Project Name:	*W Burnside Green Loop Crossing*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
W Burnside Green Loop Crossing

Project ID:	*CFP26*
Project Name:	*W Burnside Green Loop Crossing*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	*CFP27*
Project Name:	*SW 175th Design: SW Condor Lane to SW Kemmer Road*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	1.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	*CFP27*
Project Name:	*SW 175th Design: SW Condor Lane to SW Kemmer Road*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	*CFP27*
Project Name:	*SW 175th Design: SW Condor Lane to SW Kemmer Road*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	*CFP27*
Project Name:	*SW 175th Design: SW Condor Lane to SW Kemmer Road*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	n/a	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	n/a	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	*CFP28*							
Project Name:	*Cedar Mill Better Bus and Access to Transit Enhancements*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	3.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	*CFP28*							
Project Name:	*Cedar Mill Better Bus and Access to Transit Enhancements*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	1.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	*CFP28*
Project Name:	*Cedar Mill Better Bus and Access to Transit Enhancements*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	2.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	*CFP28*
Project Name:	*Cedar Mill Better Bus and Access to Transit Enhancements*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		Noted as a safety location in Beaverton SPIS. Key intersection on high injury corridor map. Positive bikes on sidewalk at that key intersection is a safety improvement. However, project not addressing bike gap; bus improvements take from bike and pedestrian facilities and removing street trees rather than vehicle lanes. Bike improvement drops cyclists into a substandard facility. Would've liked discussion on why those trade-offs were made and why the bike gap was left.		No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	*CFP29*
Project Name:	*Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	*CFP29*
Project Name:	*Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9. Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/ GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. https://www.oregonmetro.gov/regional-transit-strategy	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result. Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point. Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	*CFP29*
Project Name:	*Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W*

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located within a ½ mile of a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS dependent question. Review response to MO3. If project is located within a 1/2 mile of either direction of a high injury corridor or intersection then review project scope. Do the scope elements enhance or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. https://www.oregonmetro.gov/regional-transit-strategy	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Reference only. No points allocated. GIS evaluated.	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: https://trimet.org/about/performance.htm#route	2	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS depdendent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No

Appendix 2
28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	*CFP29*							
Project Name:	*Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W*							
RTP Goal Area	**Performance Measure**	**Evaluation Question-Criteria**	**Project Application Average Score**	**Instructions on How to Score**	**Max Points Available in Question**	**GIS Evaluated Scored Question**	**Subjective Review Question**	**Scoring Question**
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.		Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Feedback	Reviewer feedback	Comments provided by reviewers on this project		No evaluators comments.		No	N/A	No

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum

April 17, 2025 Project# 29295.002

To: Grace Cho and Monica Krueger, PE, Metro
600 NE Grand Avenue
Portland, OR 97232

From: Russ Doubleday, AICP, Sam Godon, Max Heller, Camilla Dartnell, PE, and Hermanus Steyn, PrEng, PE

RE: 2028-30 Regional Flexible Funds Allocation Risk Assessment

Summary tables of the risk assessment scoring by project can be found on page 6 (for projects seeking project development funding only) and on page 7 (for project seeking funding through construction). Individual project risk summaries can be found starting on page 8 and are listed in order by project type (project development and construction) and in alphabetical order by jurisdiction name.

Overview

Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through the Metro region, for local projects. Metro is evaluating the 2028-2030 RFFA project applications based on how meaningfully they can help the region achieve the five Regional Transportation Plan goals of advancing mobility options, building a safe transportation system, building an equitable transportation network, supporting a thriving economy, and investing in climate action and resilience.

Kittelson & Associates, Inc. (Kittelson) worked with Metro and the local agencies to identify and mitigate project delivery risks through the RFFA application process. Kittelson developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as outlined through the project's scope. After applying the methodology to each application, Kittelson then compiled a list of clarifying questions for each agency to better inform the risk assessment scoring for their application(s). Each agency was able to update their applications or provide clarification to inform the risk assessment. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

Methodology

The following section outlines the risk assessment factors and scoring that Kittelson used to examine each RFFA project application. A complete list of the Project Management and Inherent Risk factors is included in Appendix A.

This section also addresses how the influence of the project development stage the applicant is requesting funding for impacts the project's risks scores. This methodology was based on a review of risk evaluation best practices, the lessons and experiences of the project team from conducting a similar analysis for the 2025-2027 RFFA cycle, updated to reflect changes over the last few years, and applied to the pool of applications received for the 2028-2030 RFFA cycle.

In addition to this risk assessment information, future information regarding a cultural resources review is expected to be made available through Metro. That information should augment this in understanding full complexities and risks that projects may be required to navigate.

Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups.

- The first group, Project Management Risks, are risks that can be accounted for through project budget, with sufficient outreach and coordination, with an adequate project scope, and/or with an appropriate timeline for project completion. For example, for projects that will require Oregon Department of Transportation (ODOT) delivery, the project budget should account for ODOT project delivery fees within the project's cost estimate. If the budget does not anticipate these fees, the project risk level is increased. In short, this risk category captures risks related to project scope, collaboration, and budget development.
- The second group, Inherent Risks, are risks due to project's location, magnitude, and anticipated impact to its surroundings. A project that requires significant utility relocation is inherently riskier than one that requires no utility relocation simply because utility relocation necessitates coordination with utility companies, adds to project complexity, and creates a greater likelihood of something unexpected happening that may impact project delivery. In short, this risk category captures how project location, magnitude, and impact influence a projects risk even when available risk management measures are taken.

These risk categories and their related assessments are explained in more detail in the following sections.

Project Management Risks

The project team evaluated multiple risk assessment factors within the Project Management Risk category. These risks are focused on project scope, budget, and collaboration and are defined below.

Project Scope

The Project Scope assessment measures project understanding and whether the project needs have been considered comprehensively. The further along in scoping or development a project is, the more details have been determined and the lower the likelihood of an unknown risk developing. These assessment factors are based on the current project stage in relation to the stages of project development remaining for completion and the requested funding. To reduce risk, projects requesting funding for construction are expected to have a greater level of previous project development and project understanding than projects only requesting funding for project development. To help inform the scope risk, the Kittelson team considered the following assessment factors:

- Is the scope comprehensive? If relevant, does the scope adequately anticipate tasks like environmental requirements, stormwater treatment, utility relocations, lighting, and other details?
- What is the status of planning and scoping documents?
- What is the status of the preliminary engineering and design phase?
- Is the project's design consistent with Metro's *Designing Livable Streets and Trails Guide*?

Project Budget

The Project Budget assessment examines the project budget for completeness and appropriate cost projections. It is the responsibility of the applicant agency to cover the excess costs for projects which run

over budget. As such, an inadequate project budget can put at risk the ability to deliver the full scope of a project or to deliver a project at all. It is therefore crucial that initial cost estimates are as accurate as possible to increase the likelihood of successful and complete project delivery. Kittelson considered the inclusion and adequacy of the following budget assessment factors, as relevant based on project phases requested for funding, to determine budget-related risks:

- Have escalation costs been included adequately?
- Is there adequate budget contingency?
- Is community engagement appropriately budgeted?
- Does the budget include adequate project management delivery costs, including ODOT project administration and/or coordination costs?
- Are permitting costs included adequately?
- Are mobilization and traffic control during construction costs included in construction estimates?
- Are construction easement or other right-of-way acquisitions costs included in construction estimates?
- Do the project costs align with industry trends?
- Has the jurisdiction secured local funding match for the project?

Recent trends related to inflation and escalation have significantly affected project delivery across the country, including in the Portland Metro region. In evaluating whether escalation costs were adequately included, the project team compared escalation indices included in each cost estimate to ODOT's current estimated escalation index. Inflation indices similar to or higher than ODOT's inflation index were considered "low risk," inflation indices lower than ODOT's inflation index were consider "medium risk," and projects with no inflation applied were considered "high risk" for that factor. This assessment was intended to identify relative project risk with regards to escalation, however, the project team acknowledges that future inflation and escalation may differ than the amounts anticipated in the index.

Project Coordination

The Project Coordination assessment investigates the degree to which the applicant has identified and communicated with the primary external project parties. Minimally, primary external project parties should consist of the agencies and jurisdictions who own the facilities and any adjacent or intersecting facilities (including but not limited to transit and water resources agencies, railroads, utility providers, parks departments, etc.). The purpose of this evaluation is to mitigate the potential issues that arise when external coordination efforts are not incorporated early in the project development and scoping process. For example, if an applicant has identified that their project will include construction through a railroad crossing, the applicant should have initiated communications and documented approval from the railroad facility owner to mitigate potential risk (and receive a low score). Kittelson considered the following assessment factors related to project coordination:

- Will an outside agency be delivering the project and has the applicant made contact with that agency?
- Are there other jurisdictions or major partners involved and has the applicant coordinated with these partners?
- Does the project impact an existing railroad and has the applicant addressed this appropriately (made contact, completed permits, etc.)?

Inherent Risks

Inherent Risks are risks related to project's location, magnitude, and anticipated impact to its surroundings. While Project Management Risks (prior section) are also affected by these same factors, Project Management Risks can be mitigated and budgeted for. Inherent Risks are measured based on whether

and to what extent they exist within each project; a more complex project in terms of its complex surroundings and magnitude will have a higher Inherent Risk score compared with a simpler project, regardless of the risk management measures taken.

Project Complexity

The Project Complexity assessment aims to identify potential implementation challenges that could impact the project and are beyond the control of the applicant agency. These challenges included physical impact complexities like needing to acquire right-of-way or working in environmentally sensitive areas, as well as outside coordination related complexities, such as needing to coordinate with a railroad or working with a large number of stakeholders. In some cases, the same criteria may seem to be considered in both the Project Management and Inherent Risks evaluations, but the criteria is judged differently. For instance, if a project is expected to impact a railroad, the extent to which the applicant has already made contact or involved the railroad is considered within the Project Management assessment, and the extent of the impact to the railroad is included in the Project Complexity assessment.

Kittelson considered the following assessment factors within the Project Complexity category:

Physical Impact Complexities

- How many right-of-way acquisitions will be needed and what level of controversy is anticipated for these parcels?
- To what extent will the project create environmental impacts and what is the anticipated level of environmental permitting needed?
- Will major utilities need to be relocated?
- Are there major or complex water quality or water quantity treatment needs?

Outside Coordination Complexities

- Will an outside agency be delivering the project?
- How many other jurisdictions or major partners will need to be involved?
- Are there other coordination needs (i.e., transit agencies) that will be required?
- Is the project anticipated to impact a railroad or require railroad support or approval?
- Is there local community support?
- Is there governing body support?
- Are there other important complexities or impacts that have not previously been covered?

Project Development Stage Considerations

In reviewing the RFFA Step 2 project applications, Kittelson distinguished between projects at different project development stages. Some projects seek funding for project development (planning, preliminary engineering, or design) activities, while others seek funding mainly for construction activities, and some projects seek funding for a combination of these stages. It is important to acknowledge the differing amounts of inherent risk associated with each of these project development stages. To address this, Table 2 and Table 3, which outline the identified project risks, are summarized separately for projects requesting funding for project development only activities and those requesting funding through construction to better compare projects requesting funding for similar phases.

Additionally, screening criteria might not apply to all project development stages; mobilization costs and right-of-way acquisitions, for example, apply to construction projects but not to planning or preliminary engineering projects. Each risk assessment factor was assigned to a project development stage and was only assessed if the applicant was seeking Regional Flexible Funds for that stage. As a result, all of the assessment factors within the Project Management Risk category and the Inherent Risk category apply to projects that are going through construction, while only a subset of these assessment factors apply to

applicants seeking funding up to preliminary engineering or planning. Screening criteria which were not applicable to a given project were not counted against that project.

Project Scoring

Every pertinent risk assessment factor was judged on a low-, medium-, and high-risk scale based on a standard definition of what constituted each level of risk for each assessment factor. The team also assigned different scoring weights to each assessment factor based on the likely severity of the risk.

Table 1 below shows sample risk categories, their relative risk severity weightings, and the scores associated with each level of risk. Appendix A provides all assessment factors and weights.

Table 1. Sample Risk Categories and Associated Scoring

Assessment Factor	Weight	Low Risk Definition	Low Risk Point Allocation	Medium Risk Definition	Medium Risk Point Allocation	High Risk Definition	High Risk Point Allocation
Project Management Risks							
Consistency with Designing Livable Streets and Trails Guide	Low	Consistent	0	Approaching Consistency	2	Inconsistent	4
Quality of Project Scope	Medium	High	0	Developing	4	Low	8
Railroad Impact and Mitigations	Low	None or yes, and has been mitigated	0	Yes, and mitigations in process 2	2	Yes, and minimal documented mitigations	4
Inherent Risks							
Complexity of Right-of-Way Acquisitions	High	Complete, unnecessary, or fewer than 10 *TCEs	0	More than 10 *TCEs; 5 or fewer permanent acquisitions, no anticipated building acquisitions or impacts	8	More than 5 permanent acquisitions or any anticipated building acquisitions	16
Railroad Impact	Medium	None	0	Minor impact	4	Major impact	8

*TCEs: Temporary Construction Easements

Based on the results of the evaluation, each RFFA project application received a Project Management Risk score and an Inherent Risk score, as well as a combined total score. As shown in the table above, lower scores represent lower overall risk.

Overview of Project Risks

Kittelson evaluated each Regional Flexible Fund Step 2 project application based on the identified assessment factors. For consistency, each project was assigned a score for each assessment factor, and the sum of these scores was used to determine overall risk level.

Project applications received a risk level ranging from "low" to "medium-high". No projects were identified as having a risk level of "high" because the amount of risk posed by each project was found to be lower than in previous RFFA cycles. This is likely due to federal aid process project delivery educational efforts and support provided by Metro. For this RFFA cycle, Metro provided agencies with consulting support for preparation or review of applications and the ability for applicants to revise their applications to address identified project delivery risks.

Risk Summary for All Projects by Project Type

This section provides a summary of the risk ratings for each project application depending on the project stage for which the applicant agency is seeking funding. Included with the overall rating are the scores by risk type (i.e. Project Management, Inherent) as well as the combined total. Table 2 provides the risk summary for projects seeking funding for project development activities only. Table 3 provides the risk summary for projects seeking funding through construction.

Projects requesting funding for only project development received relatively low risk scores, partially due to the smaller number of complexities that can impact a project development project, while projects requesting funding through construction received risks that varied from "low" to "medium-high".

Table 2. Project Development (Planning through Preliminary Engineering) Risk Overview

Project	Applicant	Requested Amount	Project Management Risks	Inherent Risk	Total Risk	Risk Level
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego*	$983,000	14	8	22	Low-Medium
Railroad Ave Multiuse Path: 37th Ave to Linwood Ave	Milwaukie*	$2,707,217	4	8	12	Low
NE 223rd Ave: NE Glisan St to NE Marine Dr Safety Corridor Planning	Multnomah County	$897,300	10	4	14	Low
OR 99E (McLoughlin Blvd) 10th St. to Tumwata Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City*	$3,832,341	6	8	14	Low
SW 175th Design: SW Condor Ln to SW Kemmer Rd	Washington County	$2,593,196	4	22	26	Low-Medium

* This applicant received support from Kittelson in the preparation of their RFFA application.

Table 3. Construction Projects

Project	Applicant	Requested Amount	Project Management Risks	Inherent Risk	Total Risk	Risk Level
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton*	$4,649,687	4	8	12	Low
Clackamas Industrial Area Improvements: SE Jennifer St Multi-use Path	Clackamas County	$7,228,290	10	34	44	Medium-High
Gladstone Historic Trolley Trail Bridge Construction	Gladstone*	$8,721,932	16	36	52	Medium-High
NE Halsey St Complete Street: 192nd Ave - 201st Ave	Gresham*	$9,420,793	8	20	28	Low-Medium
NW Division St Complete Street: Gresham-Fairview Trail – Birdsdale Ave	Gresham	$4,067,496	6	12	18	Low-Medium
OR 212/224 Sunrise Hwy Phase 2: Bike/Pedestrian Facilities and Interchange Improvements	Happy Valley*	$12,026,118	10	28	38	Medium
Smart SW 185th Ave ITS and Better Bus Project	Hillsboro	$4,572,738	2	12	14	Low
Westside Trail Segment 1 - King City	King City*	$7,841,343	8	24	32	Medium
NE Glisan St: 82nd Avenue Multimodal Safety and Access	PBOT	$7,577,698	6	12	18	Low-Medium
NE MLK Jr Blvd Safety and Access to Transit	PBOT	$4,879,517	8	2	10	Low
NE Prescott St: 82nd Ave Multimodal Safety and Access	PBOT	$7,732,932	4	14	18	Low-Medium
Outer Halsey and Outer Foster (ITS Signal Improvements)	PBOT	$4,416,999	6	4	10	Low
W Burnside Green Loop Crossing	PBOT	$3,938,250	4	2	6	Low
Red Electric Trail East of SW Shattuck Rd	Portland Parks & Recreation	$7,677,446	16	10	26	Low-Medium
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood*	$8,860,030	14	26	40	Medium
Bridge Crossing of Hwy. 26 by the Westside Trail	THPRD*	$6,000,000	6	38	44	Medium-High
North Dakota St (Fanno Creek) Bridge Replacement	Tigard*	$8,000,000	8	44	52	Medium-High
Beaverton Creek Trail: Merlo Road Improvements	Washington County	$6,640,700	16	24	40	Medium
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	$5,252,300	2	20	22	Low-Medium

* This applicant received support from Kittelson in the preparation of their RFFA application.

Risk Summary for Individual Projects by Project Type

The following tables provide additional information regarding the risk assessment for each project application. The Applicant, Amount Requested, Project Phase(s), and Project Overview sections provide context for understanding the nature of the Regional Flexible Fund Step 2 application. The Risk Scoring section includes both the qualitative risk level and the numerical result of the risk scoring process. The Risk Overview section identifies the riskiest components of each project that contributed the most to the project's Inherent Risk or Project Management Risk score.

Note: Tables are arranged alphabetically by applicant within each category.

Development Projects (Planning through Preliminary Engineering)

Project name:	**Lakeview Boulevard - Jean Road to McEwan Road**
Applicant:	Lake Oswego
Amount requested:	$983,000
Project phase(s):	Planning & preliminary engineering
Project overview:	Requested funds to design 3,500 feet long widening of Lakeview Blvd for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.
Risk scoring	**Low-Medium** (22)
Risk overview	The project will require outside delivery. There is potential for complexities or neighborhood concerns related to design of roadway corridor widening in an area with mature trees. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additionally, contingency and ODOT delivery fees may be insufficiently budgeted.

Project name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
Applicant:	Milwaukie
Amount requested:	$2,707,217
Project phase(s):	Preliminary engineering
Project overview:	Develop buffered bike/pedestrian multiuse path adjacent to Railroad Ave from 37th Ave to Linwood Ave in Milwaukie. Multiuse path will connect existing sidewalks at 37th Ave, Linwood/Harmony Ave, and intersecting side streets.
Risk scoring	**Low** (12)
Risk overview	This project will require outside delivery. Additionally, it is in the vicinity of a railroad, but it is scoped to avoid the need for major railroad approval.

Project name:	NE 223rd Avenue: NE Glisan Street to NE Marine Drive Safety Corridor Planning
Applicant:	Multnomah County
Amount requested:	$897,300
Project phase(s):	Planning & preliminary engineering
Project overview:	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.
Risk scoring	**Low** (14)
Risk overview	The project will require coordination with several agencies including Fairview, Wood Village, and ODOT. There are several project budget items that may be low, including contingency and escalation.

Project name:	OR 99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
Applicant:	Oregon City
Amount requested:	$3,832,341
Project phase(s):	Preliminary engineering
Project overview:	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Blvd, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.
Risk scoring	**Low** (14)
Risk overview	Project will require outside delivery, require coordination with other transit agencies, utilities like Water Environmental Services (WES), and require coordination with ODOT, including the ODOT Mobility Advisory Committee. Finally, there are some inherent complexities with proximity to the Willamette River.

Project name:	SW 175th Design: SW Condor Lane to SW Kemmer Road
Applicant:	Washington County
Amount requested:	$2,593,196
Project phase(s):	Preliminary engineering
Project overview:	Project development for SW 175th Ave will include data collection, environmental studies, preliminary engineering, and right-of-way (ROW) identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln.
Risk scoring	**Low-Medium** (26)
Risk overview	The project will require coordination with the City of Beaverton and will identify right-of-way needs including a potential building acquisition (but will not acquire right-of-way in this stage of project development). Additionally, there are minor budget considerations, including a slightly low project contingency budget.

Projects through Construction

Project name:	Beaverton Downtown Loop: SW Hall Boulevard – 3rd Street to 5th Street
Applicant:	Beaverton
Amount requested:	$4,649,687
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Design and construct a complete street on SW Hall Blvd between 3rd St and 5th St with raised cycle track, shared bike/pedestrian or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.
Risk scoring	**Low** (12)
Risk overview	Minor risk considerations for this project include the amount of existing project development and the coordination with TriMet and Clean Water Services (CWS). The project will require outside delivery.

Project name:	Clackamas Industrial Area Improvements: SE Jennifer Street MUP
Applicant:	Clackamas County
Amount requested:	$7,228,290
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, American with Disability Act (ADA) ramps, and multi-use path to improve access to jobs, destinations, and transitional housing communities in the Clackamas Industrial Area, including Veterans Village and Clackamas Village. Network gaps will be filled along the northern side of SE Jennifer St, from SE 106th Ave to SE 122nd Ave, a small gap along the western edge of SE 122nd Ave, and a small gap on the southern side of SE Jennifer St just west of 120th Ave.
Risk scoring	**Medium-High** (44)
Risk overview	The project will require coordination with the City of Happy Valley and with Clackamas Valley Railway. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Right-of-way needs consist of several permanent easements and property acquisitions. In addition, overhead utilities are present along the corridor and may require relocation. Finally, there is inherent risk around the construction through and near an active railroad facility.

Project name:	Gladstone Historic Trolley Trail Bridge Construction
Applicant:	Gladstone
Amount requested:	$8,721,932
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.
Risk scoring	**Medium-High** (52)
Risk overview	The project will require outside delivery and coordination with Oregon City, Water Environmental Services (WES), Clackamas County, Portland General Electric (PGE), as well as several permitting authorities. As it currently stands, the project is not fully funded although additional funding sources are being pursued. Right-of-way needs include permanent easements for the river crossing (from the Oregon Division of State Lands) and for the southern landing of the bridge. The project will have multiple utility impacts including PGE lines and vaults, natural gas lines, and fire hydrant and water meter relocations. The project will also likely be subject to fish passage regulations and face other complexities related to construction across the Clackamas River. There has been some project development to date, and additional Preliminary Engineering will be completed through a separate, previously funded project which may help mitigate these risks. Because that project is just getting underway, it can't yet provide insights into necessary mitigation actions at this point.

Project name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
Applicant:	Gresham
Amount requested:	$9,420,793
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Construct new sidewalks and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.
Risk scoring	**Low-Medium** (28)
Risk overview	This project will require project development, including outreach, which may impact the scope of the project as outreach to the immediate community has been limited to date. The project will require some utility relocation for likely sub-transmission electrical lines, which should be relocated at the utility's expense. An increase in the impervious surface will require stormwater quality and quantity mitigation, and coordination with Fairview will be necessary.

Project name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue
Applicant:	Gresham
Amount requested:	$4,067,496
Project phase(s):	Preliminary engineering & construction
Project overview:	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.
Risk scoring	**Low-Medium** (18)
Risk overview	There are several minor risk considerations for this project, including a slightly low mobilization cost and adjustment for inflation, the amount of existing project development and outreach, and the minor impacts to Portland General Electric (PGE) and Ziply Fiber utilities.

Project name:	OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements
Applicant:	Happy Valley
Amount requested:	$12,026,118
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Construct bike and pedestrian facilities on the south side of OR 212 and construct a second southbound vehicle turn lane at the OR 212/224 junction.
Risk scoring	**Medium** (38)
Risk overview	The project will require outside delivery and coordination with Clackamas County, ODOT, and TriMet. There are risk considerations regarding the amount of previous project development, and as currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additional complexities include the anticipated Environmental Assessment, minor utility relocations, and wetland impacts.

Project name:	Smart SW 185th Avenue ITS and Better Bus Project
Applicant:	Hillsboro
Amount requested:	$4,572,738
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Ave and W Baseline Rd intersection.
Risk scoring	**Low** (14)
Risk overview	The project will require outside delivery. There are minor risk considerations, including railroad impacts and coordination with TriMet and Washington County.

Project name:	Westside Trail Segment 1 - King City
Applicant:	King City
Amount requested:	$7,841,343
Project phase(s):	Planning, preliminary engineering, right-of-way, & construction
Project overview:	The Westside Trail Segment 1 project provides a connection between the Tualatin River and Beef Bend Rd, where ultimately, it will connect to other part of the regional trail system, enabling people to walk or bike through a network of trails linking parks and natural areas. Aligned with an existing utility corridor, the project will construct a new multi-use path along with new street connections, and utility improvements and relocations.
Risk scoring	**Medium** (32)
Risk overview	The project will require outside delivery and coordination with Washington County, Clean Water Services (CWS), Portland General Electric (PGE), and Bonneville Power Administration (BPA). There are several minor risk considerations including the amount of existing project development, water quantity/quality mitigation, the status of the right-of-way needs, and uncertainty around the local community support.

Project name:	NE Glisan Street: 82nd Avenue Multimodal Safety and Access
Applicant:	City of Portland – Bureau of Transportation (PBOT)
Amount requested:	$7,577,698
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	The project will reorganize travel lanes from 82nd Ave to I-205, add new separated bike lanes from 80th Ave to 102nd Ave, improve bus priority approaching 82nd Ave, and provide enhanced crossings at key intersections to improve safety along the NE Glisan St high crash corridor and improve access to transit and other destinations on 82nd Ave. The project includes enhanced crossings at 84th Ave, 90th Ave, and 92nd Ave, and includes sidewalk widening from 92nd Ave to I-205. The existing bike/pedestrian crossing at 87th Ave will be further enhanced, and the signals at both entrances to I-205 will be modified to allow for better safety and comfort of non-motorized street users.
Risk scoring	**Low-Medium** (18)
Risk overview	There are several risk considerations for this project, including coordination with ODOT at I-205 ramp terminals, coordination with TriMet, and the need for temporary construction easements.

Project name:	NE MLK Jr. Boulevard Safety and Access to Transit
Applicant:	City of Portland – Bureau of Transportation (PBOT)
Amount requested:	$4,879,517
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock St to NE Lombard St) at key locations to improve safety for people walking, crossing, and accessing transit along this corridor. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.
Risk scoring	**Low** (10)
Risk overview	There are several minor risk considerations for this project, including limited budget contingency, amount of existing project development, and need to coordinate with TriMet. Of note, there is also a $500,000 discrepancy between the requested funds and the cost estimate. The scope of the project is relatively focused, however, reducing overall risk of scope completion.

Project name:	NE Prescott Street: 82nd Avenue Multimodal Safety and Access
Applicant:	City of Portland – Bureau of Transportation (PBOT)
Amount requested:	$7,732,932
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	This project will improve safety and access to transit and other destinations on 82nd Ave by redesigning Prescott St. It addressed major infrastructure needs along the project area particularly with regards to crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan currently underway and supports the future 82nd Ave FX (frequent express) transit project.
Risk scoring	**Low-Medium** (18)
Risk overview	This project will require project development, including outreach, which may impact the scope of the project. There will be a need for several temporary construction easements. Additionally, there is a need to coordinate with the City of Maywood Park, ODOT, and TriMet. Finally, there may be complexities due to potential overlap with historic streetcar rail within the project extents.

Project name:	Outer Halsey Street and Outer Foster Road (ITS Signal Improvements)
Applicant:	City of Portland – Bureau of Transportation (PBOT)
Amount requested:	$4,416,999
Project phase(s):	Preliminary engineering & construction
Project overview:	The project will add Intelligent Transportation Systems (ITS) signal improvements along the project area. It will implement speed management timing, freight signal priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.
Risk scoring	**Low** (10)
Risk overview	There are several minor risk considerations, including low budget contingency and the amount of existing project development. The project may also require some coordination with TriMet and ODOT regarding ODOT owned but PBOT maintained signals.

Project name:	W Burnside Green Loop Crossing
Applicant:	City of Portland – Bureau of Transportation (PBOT)
Amount requested:	$3,938,250
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	The project will add a signalized crossing for bicyclists and pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.
Risk scoring	**Low** (6)
Risk overview	This project has a very focused scope, which reduces risk. A minor risk consideration includes the nearby vaulted sidewalks.

Project name:	Red Electric Trail East of SW Shattuck Rd
Applicant:	City of Portland -- Portland Parks & Recreation (PP&R)
Amount requested:	$7,677,446
Project phase(s):	Preliminary engineering & construction
Project overview:	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including improvements for a safer street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland
Risk scoring	**Low-Medium** (26)
Risk overview	The project will require outside delivery and coordination with PBOT. The project cost estimate is not itemized and may not reflect the required fees for ODOT coordination or PBOT delivery and was not able to be evaluated for unit cost consistency with industry trends. There are also minor risk considerations regarding street lighting needs.

Project name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
Applicant:	Sherwood
Amount requested:	$8,860,030
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Design and construction of a regional trail between SW Pacific Hwy, SW Edy Rd, and SW Roy Rogers Rd
Risk scoring	**Medium** (40)
Risk overview	This project will require outside delivery and coordination with Clean Water Services (CWS), Sherwood Parks and Recreation, Washington County, and ODOT. There is a discrepancy of approximately $1.36 million between the cost estimate and the application. Permanent and temporary easements will be required to construct the trail. Finally, there are some inherent risks around construction through a wetland and potential impacts to migratory bird habitat.

Project name:	Bridge Crossing of Hwy. 26 by the Westside Trail
Applicant:	Tualatin Hill Parks & Recreation District
Amount requested:	$6,000,000
Project phase(s):	Right-of-way & construction
Project overview:	Construct a 12-foot wide multi-use trail bridge over US 26 eliminating out of direction bike/ped routes along high injury/crash corridors; serving historically marginalized communities & improving safety/access to transit, schools, jobs, & 2040 Centers.
Risk scoring	**Medium-High** (44)
Risk overview	This project has already had extensive project development, helping mitigate risks, but there are still Inherent Risks due to location specific complexities. The project will require outside delivery and coordination with the City of Beaverton, US Army Corps of Engineers, ODOT, and Washington County. The project will require right-of-way dedication or coordination with BPA, City of Beaverton, and Columbia Sportswear. Large overhead transmission lines and nearby wetlands introduce additional complexities. Finally, the project will require additional funding sources (in addition to RFFA) to fund the project through construction.

Project name:	North Dakota Street (Fanno Creek) Bridge Replacement
Applicant:	Tigard
Amount requested:	$8,000,000
Project phase(s):	Construction
Project overview:	This project will replace the existing bridge with a new bridge wide enough to accommodate bicyclists and pedestrians (on both sides) along with motor vehicles. Environmental regulations will require a new bridge to be significantly higher and longer than the current bridge.
Risk scoring	**Medium-High** (52)
Risk overview	The project will require outside delivery and coordination with ODOT, ODOT Rail, and Clean Water Services (CWS). The project will require additional funding sources (in addition to RFFA) to fund the project through construction. There are right-of-way needs including multiple acquisitions, permanent easements, and temporary construction easements. Minor utility impacts have been noted. Additionally, there is inherent risk around both the construction of a bridge through wetlands and the reconstruction of a railroad crossing.

Project name:	Beaverton Creek Trail: Merlo Road Improvements
Applicant:	Washington County
Amount requested:	$6,640,700
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	Design and construct a multi-use trail on the south side of Merlo Rd between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools, and recreation for the Aloha community.
Risk scoring	**Medium** (40)
Risk overview	The project will require coordination with the City of Beaverton, Beaverton School District, Clean Water Services (CWS), TriMet, and The Tualatin Hill Parks and Recreation District (THPRD). Temporary construction easements are expected to be required. There is uncertainty regarding the extent of utility impacts and required water quantity/quality mitigation. Additionally, there are minor budgetary risks, including a slightly low contingency and lack of lighting costs. Lastly, there may be a discrepancy between the required local match and the expected cost reflected in the cost estimate provided by the County.

Project name:	Cedar Mill Better Bus and Access to Transit Enhancements
Applicant:	Washington County
Amount requested:	$5,252,300
Project phase(s):	Preliminary engineering, right-of-way, & construction
Project overview:	The Cedar Mill Safe Access to Priority Transit Corridors project aims to improve bus reliability and provide safe access to transit along Cornell Rd and Barnes Rd within the Cedar Mill Town Center. The scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations to achieve this goal.
Risk scoring	**Low-Medium** (22)
Risk overview	The project will require coordination with the City of Beaverton and TriMet. In addition, the project will require temporary construction easements and minor utility relocations.

Appendix A: Risk Assessment Scoring Sheet

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2028 THROUGH 2039, FUNDING TRIMET 82ND AVENUE TRANSIT PROJECT, TRIMET TUALATIN VALLEY HIGHWAY TRANSIT PROJECT, PORTLAND STREETCAR MONTGOMERY PARK EXTENSION, SUNRISE GATEWAY CORRIDOR PROJECT, AND EARTHQUAKE READY BURNSIDE BRIDGE PROJECT, AND AUTHORIZING EXECUTION OF INTERGOVERNMENTAL AGREEMENTS	RESOLUTION NO. 25-5510 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson"

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP for the Portland metropolitan region; and

WHEREAS, on July 11, 2024, the Metro Council adopted Resolution No. 24-5415, which establishes a 2028-30 RFFA Program Direction for identifying and selecting transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds; and

WHEREAS, the 2028-30 RFFA Program Direction supports development of a new proposal for project funding that uses bonding of future Regional Flexible Funds; and

WHEREAS, the 2028-30 RFFA Program Direction provided parameters for the development of the bond proposal and identified bond project purpose and principles; and

WHEREAS, a preliminary funding analysis established a 12-year Regional Flexible Funds bond payment schedule consistent with the Program Direction principles as described in Table 1 of Exhibit A to this resolution, which is expected to yield the bond proceeds to fund the projects in an amount consistent with Table 2 of Exhibit A; and

WHEREAS, Metro conducted a nomination process for potential bond funding and evaluated the project nominations for performance relative to the bond project purpose and principles; and

WHEREAS, after consideration of the project evaluation, the Joint Policy Advisory Committee on Transportation (JPACT) prioritized five projects as a potential bond package, consistent with the program direction parameters, and referred the bond package for public comment; and

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WHEREAS, during the public comment period the County Coordinating Committee and City of Portland conveyed their priorities for the bond package including comment on the prioritized five projects; and

WHEREAS, the five-week public comment period resulted in over 500 comments on the potential bond package and the individual projects, which are summarized and provided as part of a public comment report in Exhibit C; and

WHEREAS, JPACT has considered the Program Direction parameters for development of a bond package, the evaluation of bond candidate projects, public comments, and County Coordinating Committee and City of Portland priorities; and

WHEREAS, at their July 11, 2025 meeting, TPAC recommended JPACT approval of committing future Regional Flexible Funds in the amounts shown in Table 1 of Exhibit A for payment to fund administration and support of five projects in the amounts shown in Table 2 of Exhibit A; and

WHEREAS, on July 17, 2025, JPACT approved TPAC's recommendation and forwarded the recommendation to the Metro Council for adoption; and

WHEREAS, MPO staff will work with MPO agencies, including without limitation TriMet, Oregon Department of Transportation, Multnomah County, Clackamas County, and Metro, to determine the best approach for issuing revenue bonds secured by the commitment of federal transportation funds; and

WHEREAS, receiving bond proceeds is conditioned on completion of requirements listed in Exhibit B to this resolution; and

WHEREAS, the agencies responsible for project completion will need to execute intergovernmental agreements with the borrowing agency; and

WHEREAS, if intergovernmental agreements are not executed or a borrowing agency is not identified, JPACT and the Metro Council must consider alternative direction for the use of these Regional Flexible Funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and

- Authorizes the Chief Operating Officer to execute intergovernmental agreements, in a form approved by the Office of Metro Attorney, that incorporates the commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this 31st day of July 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2028-2030 Regional Flexible Funds Allocation
Exhibit A to Resolution No: 25-5510

Table 1. Commitment of Regional Flexible Funds to Bonding for Capital Projects

Year	Previous Bonding Commitments	New Project Bond Commitment (Res. 25-5510)	Total Commitment of Regional Flexible Funds
2028	$ 17,280,000.00	$ 10,000,000.00	$ 27,280,000
2029	$ 17,260,000.00	$ 5,000,000.00	$ 22,260,000
2030	$ 17,240,000.00	$ 5,000,000.00	$ 22,240,000
2031	$ 17,220,000.00	$ 5,000,000.00	$ 22,220,000
2032	$ 17,190,000.00	$ 5,000,000.00	$ 22,190,000
2033	$ 17,170,000.00	$ 5,000,000.00	$ 22,170,000
2034	$ 17,150,000.00	$ 5,000,000.00	$ 22,150,000
2035		$ 19,000,000.00	$ 19,000,000
2036		$ 19,000,000.00	$ 19,000,000
2037		$ 19,000,000.00	$ 19,000,000
2038		$ 19,000,000.00	$ 19,000,000
2039		$ 19,000,000.00	$ 19,000,000
Total:	$ 120,510,000.00	$ 135,000,000.00	**$ 255,510,000**

Table 2. Step 1A.1 New Project Bond Allocation of Bond Proceeds to Projects

Project	Applicant	Bond Proceeds Allocation Amount
82nd Avenue Transit Project	TriMet	$ 28,000,000
Tualatin Valley Highway Transit Project	TriMet	$ 28,000,000
Montgomery Park Streetcar Extension Project	City of Portland	$ 10,000,000
Sunrise Gateway Corridor Project	Clackamas County	$ 12,500,000
Earthquake Ready Burnside Bridge Project	Multnomah County	$ 10,000,000
	Bond Proceeds Total:	**$ 88,500,000**

Exhibit B to Resolution 25-5510

28-30 Regional Flexible Funds – Step 1A.1 Bond

Awardee Conditions of Approval

As part of the 2028-2030 Regional Flexible Funds – Step 1A.1 new project bond development process, Metro has been identified as a potential borrower for bond funds. Should Metro agree to be the borrower, the agency will include conditions on each commitment of project funding that address the circumstances and timing of issuing bonds. Conditions are needed to protect Metro from the liabilities of drawing forward revenues if situations at the federal level or project level change or for other extraordinary events. This is especially important due to the uncertain federal funding environment under the current administration and the need for large federal discretionary grants to deliver the proposed projects.

Project conditions may be set out as part of the legislative materials approving the Regional Flexible Fund bond proposal. However, these conditions do not imply a commitment to bonding. A final action on serving as a borrower for bonding Regional Flexible Funds will be at the sole discretion of the Metro Council. Metro may also delegate the borrower role to another agency willing to issue bonds consistent with this legislation. In such case, the board of that agency assumes the roles and responsibilities defined here for oversight of the bonding process. However, Metro may not delegate the Metro Council's role in approving projects as a part of the Metropolitan Planning Organization (MPO) Board decision making authority.

Legislative Overarching Bond Conditions

- Metro may choose not to pursue bonding of Regional Flexible Funds for any reason, including if the federal government decides to pause, eliminate, or significantly reduce federal transportation discretionary grant programs or formula funds.
- Metro may choose not to pursue bonding with Regional Flexible Funds should the necessary intergovernmental agreements not be in place to exchange federal Regional Flexible Funds for local dollars. A fund exchange or set of fund exchanges must encompass a schedule to support long-term debt service that equates to $88.5 million in bond revenues to support the advancement of all five projects. Fund exchanging Regional Flexible Funds for local dollars is necessary to issue bonds that will generate $88.5 million in bond proceeds to disburse to the five projects.
- Should Metro agree to serve as the borrower, executed intergovernmental agreements between Metro, the lead agency of the bond recipient projects and (if necessary) the project delivery agency shall be in place prior to Metro bonding Regional Flexible Funds and disbursing proceeds to the projects.
- Should Metro as the local borrower decide not to issue bonds, MPO staff would return to JPACT and the Metro Council as the MPO board for new direction regarding the use of regional flexible funds initially identified for bond purposes.
- Should all necessary fund exchange actions, bond arrangements and project agreements proceed, Metro would seek to advance a first issuance of bonds when one or more of the FTA Capital Investment Grant (CIG)-eligible projects is ready to develop a formal request for a construction grant agreement. If funding from other sources is contingent on the bond funds being committed, the project team will work with the bond agent to determine the necessary documentation to fulfill the stated requirement.

- At least one of the CIG projects must have submitted a formal request for a construction grant agreement by December 1, 2027, in order for bonding to proceed. If none of the CIG projects are ready to pursue a construction grant at that time, Metro staff will review the project schedules and work phases to be funded with Regional Flexible Fund bond proceeds for the Burnside Bridge and Sunrise Gateway Corridor projects and consider:
    - the viability of the package of five RFFA bond agreement projects still proceeding, and
    - the cash flow timing and needs from the RFFA bond agreement for the Burnside Bridge and Sunrise Corridor projects to proceed, and
    - options for alternative timing and methods of cash flow contributions to the five RFFA bond agreement projects that maximize purchasing power of RFFA funds while still supporting the agreed to contribution of RFFA funds to the bond package of projects.
- If all five projects remain viable within the timeframe of the federal fiscal year of 2028-30 RFFA funding, Metro will manage RFFA programming, bonding, and project cash flow consistent with the 2028-30 RFFA legislation and subsequent bond arrangements and project agreements.
- If a modification to the RFFA bond agreement package of five projects is needed because one or more projects is no longer viable within the FY2028-30 RFFA time frame, MPO staff, in consultation with TPAC, will return to JPACT and the Metro Council to seek new direction for the RFFA bond agreement.

- Should Metro take on the role of borrower, the Metro Council, as the board of the borrowing agency, would act as the oversight body for the Regional Flexible Fund bond, unless Metro has delegated the borrower agency to another agency. Metro staff will keep JPACT apprised of any issues that may arise.

General Conditions – Applicable to All Bond Projects

- Bond proceeds are awarded only for the delivery of the project in Exhibit A of Resolution 25-5510, unless otherwise amended by JPACT and the Metro Council in the capacity as the Metropolitan Planning Organization.
- The lead agency does not have the discretion to change the use of bond proceeds from the eligible expenses as defined in the Intergovernmental Agreement. The Intergovernmental Agreement between Metro and the lead agency will include change management procedures.
- The bond proceeds amount awarded to each project in the legislation approved by JPACT and Metro Council is the total amount of bond proceeds available to the project. The lead agency is expected to cover any cost overruns or unexpected costs to emerge. It is understood by the lead agency that Metro and the Regional Flexible Funds program does not have any further financial commitment or responsibility beyond providing the amount awarded.
- If a bond recipient project is determined to be unfeasible or is completed without expending all bond proceeds awarded, any remaining bond proceeds for that project shall be returned to Metro and any remaining bond program capacity shall revert back to the Regional Flexible Fund allocation process.

- An administration oversight protocol will be developed as part of the Intergovernmental Agreement to ensure the necessary milestones have been met prior to issuing and disbursing bond proceeds to the project.
- The lead agency of the bond project must execute an Intergovernmental Agreement with Metro prior to receiving or incurring bond proceed funded expenditures.
- As part of the Intergovernmental Agreement development and negotiation, the parties to the IGA, as the lead agency, will need to agree upon the following:
    - A scope of work with defined milestones, deliverables, cost per milestone/deliverable, and outcomes for defining success for the project.
    - A detailed schedule for the delivery of the project according to the scope of work.
    - An updated project cost estimate and budget that specifies the use of the Regional Flexible Funds bond proceeds. [Note: The cost estimate must include reasonable contingency based on current phase of project development.]
    - Identification of roles and responsibilities among the project partners, including Metro.
        - If necessary, Metro may require a supplemental agreement codifying the roles and responsibilities of project partners.
    - A financial plan that defines all match sources and the details of how Regional Flexible Fund bond proceeds will be used. .
    - A project funding contingency plan that outlines strategies for addressing cost overruns or funding shortfalls, as well as how the project moves forward even in the event of an impact to the financial plan.
    - Evidence of commitment of local matching funds, and all proposed project funds, to expend with the bond proceeds.
    - Terms for determining how bond proceeds to the project may be withdrawn or disbursed based on the project circumstances and terms and procedures regarding any excess funds.
- Bond issuance will only take place if projects are ready to spend bond proceeds based on an approved project financial plan and when funding from other sources is secured or committed. If funding from other sources is contingent on the bond funds being committed, the project team will work with the bond agent to determine the necessary documentation to fulfill the stated requirement.
- All bond recipients are required to deliver the project scopes as written and described in the 2028-2030 Regional Flexible Fund defined and agreed upon in the Intergovernmental Agreement.
- All bond recipients are required to expend the local matching funds identified as part of the financial plan in the Intergovernmental Agreements and consistent with the financial plan approach initially identified in the 2028-2030 Regional Flexible Fund new project bond application.
- All projects shall carry out public involvement processes that meet federal and state requirements, including Title VI of the Civil Rights Act of 1964 requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement.

Metro guidelines for public involvement can be found in Metro's Public Engagement Guide (April 2024), with guidance specific to transportation planning in Appendix D of the guide.[1].

- Metro staff will participate in the administration of the bond revenues as well as project development and delivery activities. Metro's level of participation, role, and cost reimbursement will be defined as part of the development of the project Intergovernmental Agreements. These include and are not limited to:
    - Participation in project coordination meetings and reviews.
    - Participation in completing project initiation activities, including completing a project scoping document that includes the project's scope, schedule and budget with milestones and deliverables.
    - Bond revenue administration, oversight, and disbursement to projects.

- Bond recipients shall support the regional data repository of the transportation network maps by providing to Metro the relevant network data to be added or adjusted according to the project. Metro will provide guidelines on network data submissions upon request.

- If the bond project includes Intelligent Transportation Systems (ITS) elements in the project scope must be consistent with the Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT; previously called the National ITS Architecture), included in 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 ITS systems engineering checklist (request form and submit to tsmo@oregonmetro.gov) for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist

- All projects implementing Transportation System Management and Operations (TSMO) elements shall provide information to Metro on the TSMO elements, referencing specific connections to the 2021 TSMO Strategy found in Chapter 4, Performance Measures and/or Chapter 5, Actions, for program evaluation purposes. Specific connections shall be emailed to tsmo@oregonmetro.gov.

- All projects shall ensure compliance with applicable local, state and federal laws, regulations and policies pertaining to protection of archeological, cultural or historic resources, ancestral human remains, cultural areas or landscapes, and natural resources. This includes all pertinent and necessary compliance responsibilities with Section 106 of the National Historic Preservation Act required that come as a recipient of federal funding through the Regional Flexible Fund Allocation.

- The bond proceed recipients shall acknowledge Metro as a funding partner. Acknowledgement must attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Bond recipient shall include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide

[1] https://www.oregonmetro.gov/sites/default/files/2024/08/20/metro-public-engagement-guide-a11y-remediated-20240724.pdf

partners with Metro logos and usage guidelines. The bond recipient shall extend invitations to Metro Councilors to attend events or engagements pertaining to the project.

Project Specific Conditions: Large Capital Transit Projects with Federal Transit Administration Capital Investment Grant Funds

82nd Avenue Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities through the development of the eligible expenses in the Intergovernmental Agreement or through change management procedures.

- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been approved by Metro.
    - The bond recipient shall specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
    - Materials and timeline for providing the financial plan may be the same as those developed for the Federal Transit Administration CIG process.

- TriMet staff shall coordinate with Metro staff on specific project delivery and monitoring activities:
    - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
    - Quarterly Progress Reporting, providing written updates on project delivery, including coordination activities with ODOT Region 1 leadership and the terminus property owner, community engagement activities, and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, TriMet must certify that the project has made mutually agreed upon progress toward the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and TriMet staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements for bond funding.

Tualatin Valley Highway Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities through the development of the eligible expenses in the Intergovernmental Agreement or through change management procedures.

- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been approved by Metro.
    - The bond recipient shall specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
    - Materials and timeline for providing the financial plan may be the same as those developed for the Federal Transit Administration CIG process.

- TriMet staff shall coordinate with Metro staff on specific project delivery and monitoring activities:
    - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
    - Quarterly Progress Reporting, providing written updates on project delivery, including right of way and coordination activities with ODOT Region 1, the Union Pacific Railroad, and the Portland Western Railroad, community engagement activities, and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, TriMet must certify that the project has made mutually agreed upon progress toward the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and TriMet staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements for bond funding.

Portland Streetcar Montgomery Park Extension

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities through the development of the eligible expenses in the Intergovernmental Agreement or through change management procedures.

- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been approved by Metro.
    - The bond recipient shall specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
    - Materials and timeline for providing the financial plan may be the same as those developed for the Federal Transit Administration CIG process.

- PBOT and TriMet staff shall coordinate with Metro staff on specific project delivery and monitoring activities:
    - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
    - Quarterly Progress Reporting, providing written updates on project delivery, including right of way and coordination activities with adjacent property owners, community engagement activities, and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, PBOT and TriMet must certify that the project has made mutually agreed upon progress toward the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro, TriMet and PBOT staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements for bond funding.

Project Specific Conditions: Large Capital Transportation Project with Federal Funding

Earthquake Ready Burnside Bridge

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities through the development of the eligible expenses in the Intergovernmental Agreement or through change management procedures.
- Bond proceeds will not be released until a financial plan identifying committed funds has been approved by Metro.
    - The bond recipient shall specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- Multnomah County staff shall coordinate with Metro staff on specific project delivery and monitoring activities:
    - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
    - Quarterly Progress Reporting, providing written updates on project delivery, including the right of way negotiation and acquisition process, community engagement activities, and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, Multnomah County must certify that the project has made mutually agreed upon progress toward the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and Multnomah County staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements for bond funding.

Project Specific Conditions: Large Corridor Planning and Project Development

Sunrise Gateway Corridor

- As part of the negotiations on the intergovernmental agreement (IGA), Metro, ODOT, and Clackamas County will establish an agreement that defines the roles and responsibilities and the decision-making authority of each agency. Depending on what is most appropriate, this may be incorporated as part of the IGA or as a supplemental agreement.
- The IGA or a supplemental agreement must include a description of the participation in the planning and project development work of public transit service providers that serve the corridor.
- Should Metro serve as the borrower, Clackamas County must certify that the project has made mutually agreed upon progress toward the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and Clackamas County staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements for bond funding.
- Clackamas County, ODOT, and Metro staff shall coordinate on specific project delivery and monitoring activities as defined in the IGA and/or supplemental agreement. They include, but are not limited to, the following activities listed below. Some of these activities will require active Metro participation.
    - Kick-off and regular project coordination/project team meetings

- Completing project initiation activities, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.

- MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
- Quarterly Progress Reporting, providing written updates on project delivery, including right of way and coordination activities with adjacent property owners, community engagement activities, and addressing questions raised by the Metro advisory committees.

- The bond proceeds are expected to compensate partner agency participation, including Metro staff, in project development activities.

- Clackamas County in coordination with ODOT will demonstrate and document the efforts undertaken for securing funds to complete the Sunrise Gateway Corridor project, including the Local Connections and Safety Stage 1 element for the three-year period the updated or affirmed Record of Decision remains actionable. The financial plan will serve as a blueprint, but the activities and outcomes to secure funding will be documented and submitted to Metro on an annual basis.

- Metro, Clackamas County, and ODOT will jointly conduct a review of the Sunrise Gateway Corridor Community Visioning Plan to identify any additional elements needed to complete a Regional Corridor Refinement Plan to meet regional, state, and federal transportation planning requirements. Those elements will be included as part of the scope of work negotiated as part of the IGA.

- The IGA and/or any related agreements will further define the scope and anticipated schedule of the elements of these planning and project development activities. The final approved project shall be adopted in local area Transportation System Plans and the Regional Transportation Plan to meet transportation planning requirements.

- The scope of work to be further defined in the IGA will seek to deliver the new transit-focused bond purpose of advancing first-last mile and safe access to transit as outlined in the 2028-30 Regional Flexible Fund Allocation Program Direction bond purpose and principles. As such, the program scope and budget will seek to maximize advancement of the design and project readiness of the Stage 1 Local Connections and Safety Project. To achieve this goal, the IGA will define, and project partners will subsequently manage, a level of design effort needed adequate to obtain an updated NEPA clearance for the entire Sunrise Gateway Corridor (Stages 1 - 4), but with an objective of preserving budget for more advanced design of the Stage 1 project elements of the Corridor.

- The public engagement process for the Sunrise Gateway Corridor project shall include representatives from the Shadowbrook and Riverbend neighborhoods as well as nearby businesses.

- The Stage 1 Local Connections and Safety Project shall follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide[2] (Metro; 3rd edition; October 2019) or any updated versions in effect at the time a funding Intergovernmental Agreement is signed.

- The Stage 1 Local Connections and Safety Project shall consider the frequency of walking and biking crossings and meet Livable Streets guidelines where feasible for local access and connectivity as part of the Local Connections and Safety Stage 1 project.

- The Stage 1 Local Connections and Safety Project shall identify and document any known design exceptions needed to deliver the identified pedestrian, bicycling and transit access investments.

- All bicycle and pedestrian features included in the Stage 1 Local Connections and Safety Project plans shall propose wayfinding signage consistent with sign guidelines in in Metro's Intertwine Regional Trails Signage Guidelines[3] (Metro; 2nd edition; December 2017) and/or the Manual on Uniform Traffic Control Devices.

[2] https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails
[3] https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf

Engagement report

Public comments on the Step 1A.1 2028-30 Regional Flexible Funds bond proposal.

June 2025

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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 strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rffa

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

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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).

Regional Flexible Funds comprise of two federal grant programs:

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

Metro is currently deciding how to invest an estimated $150 to $153 million in federal funding available in the federal fiscal years 2028 through 2030.

As the start of the 2028-30 Regional Flexible Funding Allocation process, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopt a Program Direction to set the objectives of the allocation of Regional Flexible Funds for the cycle. Two categories typically comprise a Regional Flexible Fund Allocation cycle where dollars are allocated among the categories and within the categories the funds are distributed by different policy and program objectives while adhering to the Program Direction. One of the categories – Step 1A – is a dedication of Regional Flexible Funds for debt servicing from previously issued bonds to build transportation projects.

Bonded Regional Flexible Funds have been used as required local matching funds to large federal grants to build out regionally significant transportation project that connect people throughout the three counties –Clackamas, Multnomah, and Washington. In particular, the region's had success with bonding Regional Flexible Funds to build the region's MAX light rail network, the WES commuter rail and, more recently, the Frequent Express FX2-Division high-capacity bus. This history of innovative local funding strategies that unlock federal funds and collaboration made the Portland metropolitan area unique among other metropolitan areas.

For the 2028-30 Regional Flexible Funds Allocation cycle, representatives from public agencies and community organizations saw an opportunity to develop a new transit-focused project bond to unlock much needed federal funding for the greater

Portland region. With several larger-scale transit projects in development, the timing and opportunity of a new Regional Flexible Fund bond aims to support the projects advancing to construction and unlocking matching federal funds.

With support from regional partners, JPACT and the Metro Council directed Metro staff to develop a new bonding proposal for the Regional Flexible Funds, referred to as Step 1A.1, as part of the adoption of the 2028-30 Regional Flexible Fund Allocation Program Direction in July 2024.

Since the adoption of the Program Direction, Metro staff have worked with regional partners to identify candidate projects for inclusion in a Regional Flexible Fund bond proposal. At their March 20th, 2025 meeting, JPACT took action refer a Regional Flexible Fund bond proposal for public comment.

The Step 1A.1 bond proposal comprises of five candidate project and allocating up to $88.5 million dollars. Candidate projects will need additional funding beyond those available from the Regional Flexible Fund process. Decision-makers are scheduled to make a decision in July 2025.

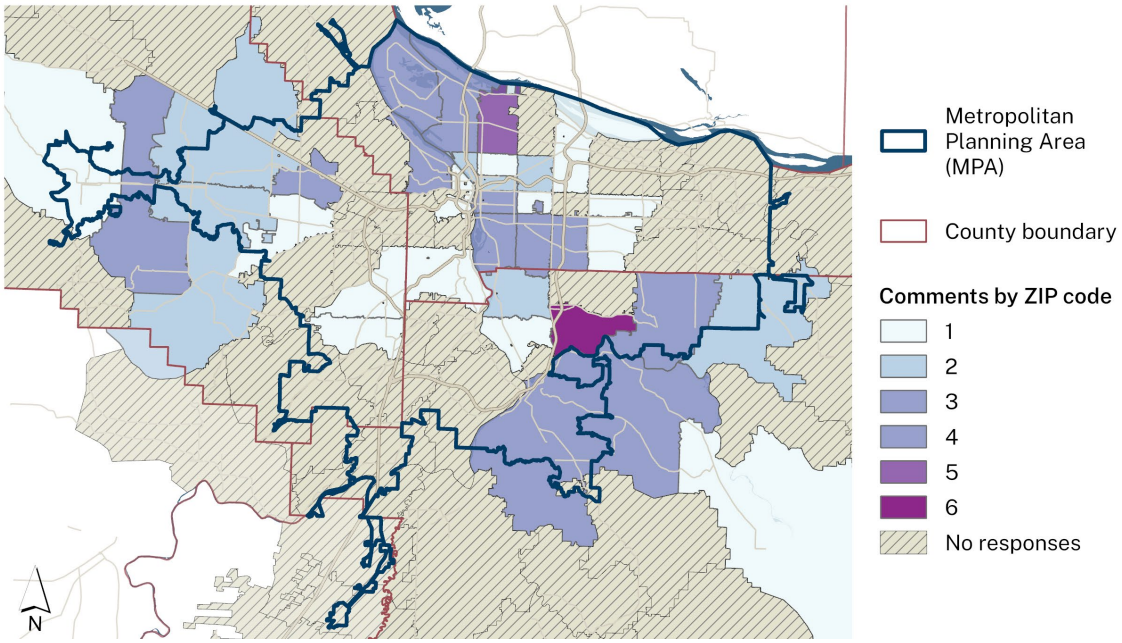
From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

During this public comment period, Metro received:

- 225 participants provided 282 project-specific comments through an online open house available in English and Spanish. In addition, 139 open ended comments were provided through the open house.
- 27 emails were received from members of the public, with two providing general, non-project specific comments and 25 providing project specific comments. Two of those 25 provided comments on more than one project. (See Appendix B)
- A total of 38 comments were received at JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- In addition, two comments from public agencies were received via email, and four were received at JPACT as email or public testimony
- No phone calls or mailed letters were received.

Online participants from across the region:

Fig. 1. Project respondents by ZIP code



NOTICE AND INVITATION TO PARTICIPATE

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

- An email to Metro's transportation interested persons email list
- CORE members email
- Metro News (https://www.oregonmetro.gov/news/public-notice-opportunity-comment-transportation-projects-submitted-2028-30-regional-flexible)
- Metro's social media channels on Facebook and Instagram
- Email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee
- *See* Appendix A: Notices and invitations to participate

People were invited to learn about the projects via:

- The 2028-2030 Regional Flexible Funds web page (oregonmetro.gov/rffa)
- An online open house with the ability to submit feedback and comments, available in English and Spanish. The online open house introduced the Step 1A.1 bond and the proposed projects. Participants were able to learn more about the proposed projects by going directly to the project website via the project weblinks. Participants could comment on their projects of interest.

Comments were accepted through:

- the interactive online open house, linked from the Metro website
- by email to transportation@oregonmetro.gov or rffa@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

The online open house was translated into Spanish. Social media content was offered in English and Spanish. Efforts reached a total of 72,247 people, 56,394 in English and 15,852 in Spanish. Of the total people reach via social media content, 1,457 people clicked on the ads. However, there were no Spanish survey responses. *See* Appendix A: Notices and invitations to participate.

SUMMARY OF COMMENTS

From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

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- 25 emails were received, with one providing general, non-project specific comments and 24 providing project specific comments. Two of those 25 provided comments on more than one project. (See Appendix B)
- Additionally emails were

- A total of 38 comments were received at JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- No phone calls or mailed letters were received.

(For the full text of these comments, see Appendices B – E.)

The open house asked participants to leave a comment on any of the five projects proposed for Step 1A.1 bond and also asked two optional open-ended questions. The optional open-ended comments included:

1. What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
2. What else would you like decision-makers to know?

The majority of email comments were in support of the projects they were commenting on. Some of the comments about projects expressed support for a project concept but hedged with concern about project design. For example, some comments showed support for the concept of an Earthquake Ready Burnside Bridge, but concern about the fundamentals of the proposed design. Some comments did express overall concern about the project or indicated that the proposed project wasn't a priority.

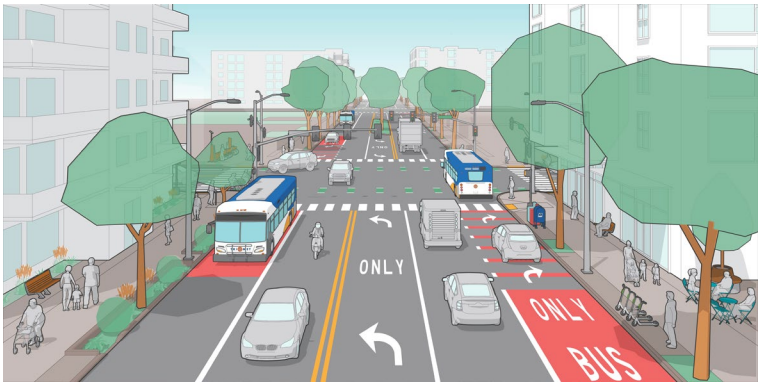
Table. 2: Number of Project Specific Comments Received by Project

Project	Comments
82nd Avenue Transit Project	61
Earthquake Ready Burnside Bridge Project	67
Sunrise Gateway Corridor/Highway 212 Project	65
Portland Streetcar Montgomery Park Extension Project	39
Tualatin Valley Highway Safety and Transit Project	50
TOTAL	**282**

PROJECT COMMENTS

The following section describes each of the five proposed projects and summarizes the comments Metro received about each project.

82nd Avenue Transit Project



Location: 82nd Avenue from Clackamas Town Center to Portland's Cully neighborhood

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: TriMet

Description: The project will upgrade TriMet Line 72 bus service on 82nd Avenue to zero-emission FX Frequent Express service. This will bring more service reliability and faster travel times to the corridor along with safety and accessibility improvements. Investments include enhanced pedestrian crossings or traffic signals at all stations, and new, accessible stations with shelters/weather protection, lighting, seating and real time arrival information.

Comments summary: Online survey participants indicated that marginalized communities stand to benefit from investment. A theme of comments was concern about a lack of bicycle infrastructure.

- 61 web tool comments
- 1 email

Sample comments:

“The 82nd Avenue Transit Project is a vital investment in one of the region’s highest ridership and most equity-sensitive corridors. Upgrading Line 72 to FX Frequent Express service with zero-emission buses will improve speed, reliability, and safety for thousands of daily riders—many of whom are transit-dependent and from underserved communities….This is a shovel-ready project that delivers immediate and lasting benefit, and it deserves strong funding consideration.”

“I am a strong proponent for this project. As an Asian American, I am inspired by the work organizations like APANO have done to uplift the Jade District around 82nd Avenue, which is one of Portland's most diverse communities. Having better, safer access to public transportation and walkability/bikeability would breathe further life into the Jade District.”

“Any improvements along 82nd Ave are greatly appreciated. This is a major corridor that is often overlooked...”

“Strongly support enhanced bus service on 82nd, but I'm concerned that buses will not have a dedicated lane for the length of the corridor. I'm also concerned that the project has no bike facilities on 82nd.”

“Decent project in an area that needs it. Don't constrict the roadway just to try to get more people on the bus.”

This will have a huge impact on 82nd Ave! I live a few blocks off 82nd and it is so dangerous. I am scared to walk anywhere on or cross that street because of all the cars.

“This would help me and many people I know who don't drive help take transit easier.”

“The good people of east Portland deserve the respect that this project would show them. I live in Tigard and already feel the respect, but east Portland needs attention.”

“Keep 82nd the way it is… don’t slow traffic, just add more red light crossings and time them for efficiency.”

“This is a critically important project for one of the busiest bus lines in the region. Not only that but east Portland has been asking for improvements for decades. Please help to make this a reality.”

Earthquake Ready Burnside Bridge Project



Location: Burnside Bridge between Northwest 2nd Avenue and Southeast Martin Luther King, Jr. Boulevard

Transit Project Category: First/Last Mile; Transit Vehicle Priority

Bond Proceeds Support: Design and Construction

Project Sponsor: Multnomah County

Description: The project will replace the existing Burnside Bridge with a seismically resilient structure with enhanced transit, pedestrian and bicycle access. The project includes construction of an eastbound bus-only lane on the bridge to improve speed and reliability for TriMet Lines 20, 19 and 12. The project also includes the construction of an area for buses to pull over at the west end of the bridge, 17-foot-wide protected bike lanes and sidewalks on both sides, and modified traffic signals. Safe access to transit will be increased on the Burnside corridor, including new and reconstructed bus stops, pedestrian refuge islands, sidewalk reconstruction, bike lanes, and upgrades for accessibility.

Comments summary: Some survey respondents expressed concerns about the impact of construction on local businesses and traffic. The Earthquake Ready Burnside Bridge is frequently mentioned as a critical project for regional safety and resilience.

- 67 web tool comments
- 11 emails

Sample comments:

"Overall I love the project! I am excited for the protected ped and bike lanes especially. I think a critical element is connecting the bike paths with the eastside esplanade. It would be a shame to build a brand new bridge and not link it with that gem of a bikeway."

"...The focus on transit and transit stops is so important in this project. I also appreciate maintaining the bus only lane, making bus travel time a high priority in this project."

"This is so crucial to our region, and the bike, ped, and transit upgrades will benefit the central city immensely for decades. We must make sure these portions of the project remain fully funded…This would really enhance my everyday life and ensure that we have many ways of crossing the river if/when a large earthquake hits the region."

"As far as I can tell, this funding would only close a small portion of the funding gap the project still has. While it is important as a regional lifeline route, it's not clear that this funding source is the most appropriate use of regional funding if it's not going to help ensure the project advances any time soon."

"Anecdotally, it seems these improvements will ultimately be very disruptive. Consider how the alternatives will support the long-term closure of the bridge. Certainly a fan of seismically improving all needed facilities."

"…While the total project cost is significant, this bond funding serves as a strategic contribution to a much larger, well-leveraged package. This is an investment not only in transit but in regional preparedness and long-term mobility."

"I attended a Red Cross earthquake preparedness seminar a few years ago and was horrified to realize how cut off the east and west sides of Portland will be when "the big one" hits. Having an earthquake ready bridge is of utmost importance."

"… We need one downtown river crossing to be operable after a big earthquake and transit should be an integral component of the project. This is a high priority."

"…We need to connect our city and rebuild this bridge. It's no longer serving its purpose and needs to be addressed for the impending emergency that will destroy our city."

"As someone who works downtown and lives on the east side... I think upgrading the Burnside Bridge should be a priority that will make Portland safer and more resilient in the event of a disaster."

Portland Streetcar Montgomery Park Extension Project



Location: Northwest 23rd Avenue at Northwest Lovejoy Street to Montgomery Park

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: City of Portland Bureau of Transportation (PBOT)

Description: The project will extend streetcar to Montgomery Park in Northwest Portland through an extension of the North-South (NS) line along Northwest 23rd Avenue to a new parallel one-way couplet along Northwest Roosevelt and Northwest Wilson streets. The project includes stormwater, accessibility, and transit stop upgrades, as well as the rehabilitation of Northwest 23rd Avenue between Northwest Lovejoy and Northwest Vaughn Streets. The project will connect more people via transit to critical destinations and support the development of a new mixed-use district in Northwest Portland, with thousands of new housing units, including new required affordable rental housing.

Comments summary: Support for the Portland Streetcar Montgomery Park Extension Project mentioned the benefits of historic preservation and neighborhood identity. Some survey respondents questioned regional significance in a neighborhood well served by transit. Many comments were supportive, while also raising questions about funding uncertainty and timing.

- 39 web tool comments
- 2 emails

Sample comments:

"This is an important project to help open up new economic development and housing opportunities near the central city of Portland and to leverage the existing streetcar network. Also leveraging federal and private funding to help get these benefits and to fix 23rd is another strong feature of this project."

"The Montgomery Park Streetcar Extension supports transit-oriented development, housing, and climate goals by connecting a growing district to the regional transit network. It enhances access to jobs, services, and future housing—including affordable units—while improving pedestrian and stormwater infrastructure. However, compared to other projects in the bond package, it serves a more localized area and may offer less immediate regional mobility impact. If funded, clear commitments to ridership gains, equity outcomes, and private sector cost-sharing should be prioritized to justify the public investment."

"Please, please please fund this project! extension of the streetcar to Montgomery Park is incredibly important for the revitalization of the entire neighborhood, in addition to being a catalyst for several thousand units of housing development. our region is hampered by a housing shortage, and not funding this project means more people will be on our streets for longer."

"Montgomery Park is already well-served by multiple bus lines, and I don't see many benefits in extending streetcar to serve the area..."

"The streetcars already suffer from very low use, so I struggle to understand why we would want to fund yet another one…Enhanced TriMet connectivity funding would be much better spent in areas without any useful service, like South 82nd or the neighborhoods surrounding Hwy 224."

"I work in NW Portland (York Street) and the plan to redevelop the area to include housing and shopping (instead of just warehouses) will be a huge improvement. The streetcar extension will mean fewer people will feel compelled to own private cars in what will be a densely packed area."

"Portland Streetcar special to Portland city, proper and its residence. (sic) Successful and helping people move and get around the city without a car detrimental to the cities core. This Project is more than just from Montgomery Park and is important upgrade to the entire Streetcar system."

Sunrise Gateway Corridor/Highway 212 Project



Location: Along Highway 212/224 between 135th Avenue and 152nd Avenue

Transit Project Category: First/Last Mile and Safe Access to Transit

Bond Proceeds Support: Project Development and Preliminary Design

Project Sponsor: Clackamas County

Description: The project will complete the next critical steps of project development to support transit access to the Clackamas Industrial Area. The project includes work to complete a National Environmental Policy Act (NEPA) re-evaluation for the Sunrise Gateway Concept and to develop 20% design plans for the proposed Sunrise Gateway Corridor connection between 122nd Avenue and 172nd Avenue. The project also includes work to prepare up to 100% design plans for the proposed Safety and Local Connections Project, a proposal to add urban arterials with complete street elements on Highway 212/224 between 135th Avenue and 152nd Avenue. Plans include a new roundabout, a new local roadway connection north of Highway 212/224, consolidated intersections, modifications to traffic signals, a grade-separated intersection at 142nd with a bicycle-pedestrian overpass, bus stop improvements and transit access elements to safely connect travelers to TriMet and the ClackCo Industrial Shuttle.

Comments summary: The Sunrise Corridor is seen as a strategic investment in regional prosperity, with benefits including economic growth and improved access to jobs. Some survey respondents expressed concern at the car centric nature of the proposed investment.

- 65 web tool comments
- 12 letters and emails

Sample comments:

"…By advancing this project, we unlock new possibilities—fueling growth that lifts families, empowers workers, attracts investment from developers, and strengthens local businesses. Together, we can build a foundation for lasting prosperity. "

"… The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time Metro helped the working folks of Clackamas County."

"This is a planning project not a capital project. I would not like this funded and would rather shovel ready projects be funded. This area is not zoned for density and I would prefer that it be rezoned first and the planning complete before funding is given."

"We have no connections to the city of Happy Valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. People walk on highways, children cross the highway to get to school. We have population overflow with one road to even exit, causing serious congestion and safety issues for an emergency situation."

"Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent."

"…Building a new highway encourages driving and sprawl, saps funding for higher priority projects, and conflicts strongly with equity, safety, and climate goals…"

"This highway has become increasingly dangerous, we must create a safe environment for passengers, cyclist, and pedestrians."

"The Sunrise Corridor is not only one of the fastest growing areas on Oregon, it's also likely to become the most congested and most dangerous if we don't plan and invest accordingly. Our children and families deserve the safety and security of multimodal transportation services outlined in the Sunrise Corridor proposal. Please consider supporting full funding of the project!"

"… the streets are congested during commute hours, often taking double or more the amount of time to get from point a to point b. We need to begin improvements on this roadway as only more development is planned."

"…It's unsafe, congested, and not an efficiently designed road...I drive this route every day, and each year the traffic increases. This is a major route for the SE Portland suburbs as it connects to I-205, 224, and 99E. We deserve the upgrade."

Tualatin Valley Highway Safety and Transit Project



Location: Tualatin Valley Highway between the Beaverton Transit Center and downtown Forest Grove
Transit Project Category: Capital Investment Grant
Bond Proceeds Support: Construction
Project Sponsor: TriMet

Description: The project aims to make transit access safer, to enhance rider experience, and to improve speed and reliability along the Tualatin Valley Highway. A new TriMet FX Frequent Express bus would replace the existing Line 57 with improved frequency from every 15 minutes to every 12 minutes, daily. Investments include all stations being paired with an existing or a new enhanced pedestrian crossing or traffic signal. All stations will be accessible and include shelters/weather protection, lighting, seating and real time arrival information.

Comments summary: There is mixed feedback on proposed improvements to TV Highway, with some online survey respondents advocating for significant changes and others opposing high costs. Themes of criticism focus on the interaction between different modes of transit. Increased access to transit is seen as extremely beneficial in connecting communities, supporting employment and engaging communities.

- 50 web tool comments
- 1 email

Sample comments:

"Bus rapid transit is an excellent idea for TV Hwy. We need to reduce congestion and improve transit travel times on this route. Pedestrian safety to access westbound stops is also critical between 209th and Murray where TV Hwy runs adjacent to the railroad with no sidewalks and signalized crossings are very far apart. This project could capitalize on recent work by ODOT to improve crossings here. This project will help more efficiently connect employment in Hillsboro, Central Beaverton, and transit connections to Portland with riders in Aloha, which has some of the most affordable housing in urbanized Washington County."

"This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit. Many jurisdictions are collaborating together to deliver this project which shows how supported this is across four cities. It checks all the boxes for a good project."

"…Enhancing the safety and reliability of accessing public transit would likely mean more riders. This helps relieve road congestion, helps improve air quality, and ultimately enhances the livability of the community..."

"TV Highway: more traffic car (sic) lanes needed and think cost effective."

"This project is a long corridor and will benefit many communities. The narrower stretches of the service lines will benefit from better location for stops and faster service so traffic can keep moving in those areas."

"This project is long overdue. The bus stops along Highway 8 have been a huge barrier for bus use since I moved to Washington County 16 years ago. The lack of safety from traffic and the weather has led many in the County to believe that public transit isn't a viable option for commuting. With safer, more attractive, bus stops (and increased service) I am hopeful that the use of the bus system will increase and help eliminate pedestrian injuries…"

"I'd like more details, but this seems like a good way to better connect west side communities. I love the FX2 between Gresham and Portland and want that type of service expanded across the region. It is a huge improvement."

"…It is shovel-ready, leverages significant federal and local funding, and directly aligns with equity and climate goals. This project deserves strong support and prioritization."

"We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic…"

OVERARCHING COMMENTS

Survey respondents were also asked two open-ended questions:

- What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
- What else would you like decision makers to know?

Fig. 2 Open Ended Comments Received

Project	Comments
Question 1 | opportunities and challenges	139
Question 2 | what else?	100

Themes of open-ended comments:

Safety Concerns. Many respondents expressed concerns about safety, particularly for pedestrians and cyclists. There is a strong call for safer pathways, Americans with Disabilities Act (ADA)compliant sidewalks, and bike lanes. Dangerous corridors like TV Highway and 82nd Avenue are frequently mentioned as needing significant safety improvements. Crashes and the need for better enforcement of traffic laws are also highlighted.

> "Roads in Washington County were designed for cars, not for people walking, using a wheelchair or riding a bike. The side streets and pathways should be safe methods for travel for people of all ages and abilities."
>
> "Sidewalks are needed. Help kids get out and be safe."
>
> "I have seen many near misses of auto vs. pedestrians and heard first-hand stories of people having to dive into ditches to avoid being hit. Safety is a must for all populations, but even more so for vulnerable populations that make this a high ridership line that is spread through many communities."

Transportation and Infrastructure Improvements. Comments suggest that roads should be designed for all users, not just cars. Maintenance issues such as fixing potholes were frequently mentioned, along with a need for better pedestrian and bike access. Respondents shared diverse opinions about the best design of proposed investments.

"I support improving our public transportation, it is important to work on car centric projects as well but improving public transportation FIRST to give people that option before widening or building new roads allows for more connected communities."

"We need safe and reliable public transportation to decrease vehicles on the road and improve travel options for individuals who don't own and drive a vehicle. Safe public transportation begins at a rider's home. Sidewalks, good parking, clear and well-lit pathways and shelters make travel to access public transit safer and possible."

Funding and Resource Allocation. Leveraging federal funds while they are available is seen as crucial, paired with concerns about future costs. Respondents shared a strong sentiment that money should be spent wisely, avoiding excessive debt and high-cost projects that do not provide significant benefits. Some comments express frustration with government spending and taxation.

"Some communities along this project have limited resources, so being able to partner with other, larger communities and receive bonding opportunities makes the improvement feasible for them."

"Projects that secure funding from a variety of sources—including local dollars—are not only less risky but also more attractive to federal partners. Demonstrating broad financial support signals strong community commitment and significantly improves our chances of bringing more federal dollars into the region."

"Please do not tie up our precious flexible federal funding with debt service on speculative mega-projects that do not have a good bang for the buck, are dubious in their benefits given the high costs, and depend on discretionary federal grants for funding. Interest rates are going to go up, and debt service is a bad idea. Just fund more of the Step 2 projects!"

Funding Concerns and Fiscal Responsibility. A recurring theme, with concerns about the long-term financial impact of bond issuances and calls for responsible spending. Respondents prefer funding construction-ready projects that will have immediate impact. Concerns center on uncertainty of federal funds and the ability of project sponsors to fund the unfunded portions of their projects.

"As decision-makers consider the Step 1A.1 bond proposal, I urge them to prioritize funding projects that best leverage federal matching opportunities, demonstrate clear readiness, and provide the broadest regional benefit across all three counties… I support strategic investment in foundational work such as Clackamas County's Sunrise Gateway Corridor, recognizing that planning dollars now unlock construction dollars later. However, since it is still in early development, it may merit a slightly smaller share than more construction-ready projects unless paired with strong future funding assurances."

"The Earthquake Ready Burnside Bridge has clear multi-modal and seismic resiliency value, but its total cost is so high that regional dollars should be seen as catalytic, not sustaining. The Montgomery Park Streetcar extension is innovative and supports land use and housing goals, but its return on transit investment must be weighed carefully against more urgent regional mobility needs."

"If you're going to issue regional bonds the funds need to be used on projects that really benefit the whole region. Why would we issue a regional bond to fund early design costs of projects? Bonds are typically only issued to get construction done."

Economic and Community Development. Comments stress the importance of projects that support job growth, housing development, and local businesses. Some participants shared an appreciation for projects that foster economic vitality and community engagement.

"These investments should advance mobility for all—especially historically underserved communities—and support climate resilience and regional connectivity. Transparency in project readiness and funding leverage will be key. Finally, ensure that smaller communities and suburban corridors remain part of the conversation—mobility needs don't stop at city limits."

"Investing in the Sunrise Corridor is an investment in the future economic vitality of our entire region. Without upgraded infrastructure, we risk missing out on transformative opportunities—opportunities to create jobs, attract private investment, grow local businesses, and improve quality of life for families and workers alike."

Community Impact. Comments pressed that projects should advance mobility for all, especially historically underserved communities. Anti-displacement programs are seen as important to ensuring that residents can stay in their areas with the arrival of a major capital investment. The impact of construction on local businesses is a concern.

> "Prioritize transportation options for the most vulnerable populations to get to/from destinations safely. Often public transportation is the only option to get where they need to go for work and shopping. When there is no option for a personal vehicle, safe and dependable public transportation, bicycle and pedestrian options are important."

> "It will help to support transportation options, job growth and access to housing options; investing in local community to help reduce commuting, keeping people within the communities where they can live and work."

> "Why would be spending all this regional attention and money on transit projects that only benefit a small percentage of the population? Instead use it to build roadway capacity that benefits the vast majority of us."

Environmental Considerations. Comments stated that projects should support climate resilience and regional connectivity, with respondents advocating for projects that reduce vehicle emissions and address climate change.

> "I'd love for some street trees to be installed near bus stops for enhanced the natural beauty of the areas. Tv highway is lacking alot of the common street scaping you see on newer roads. Personally, I think cherry blossoms up and down tv highway would really enhance the roadway and calm people. It'd also help with the road noise for nearby neighborhoods. You can hear the train for miles when it's crossing any street."

> "We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. We can build on our proud electric railway heritage freeing us of car chaos for transit justice instead!!"

> "Rubber tire microplastics from fast cars and buses are harmful."

NEXT STEPS

Decision-makers are scheduled to take action on the bond proposal in July 2025. The near-term next steps are listed in Table 1 below.

Table 1: Next Steps in the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Process

Activity	**Date**
TPAC: Step 1A.1 bond proposal updates • Opportunity to discuss public comment received. • Preview of draft legislation with draft conditions of approval • Address miscellaneous items and next steps	June 6, 2025
JPACT: Step 1A.1 bond proposal updates • Opportunity to discuss public comment received. • Preview of draft legislation with draft conditions of approval • Address miscellaneous items and next steps	June 12, 2025
Metro Council Work Session: Updates on Step 1A.1 bond & Step 2 allocation package options	June 17, 2025
TPAC: Request TPAC recommendations to JPACT to approve the 2028-2030 RFFA Step 1A.1 bond	July 11, 2025
JPACT: Request JPACT approve and recommend the 2028-2030 RFFA Step 1A.1 bond for Metro Council adoption	July 17, 2025
Metro Council: Adopt 2028-2030 RFFA Step 1A.1	July 31, 2025

Appendix A: Public Comment Notices and Invitation to Participate

Step1A.1 2028-30 Regional Flexible Funds

May 2025

Metro

Metro News

Public notice: Opportunity to comment on transportation projects submitted for the 2028-30 Regional Flexible Funding Allocation process

March 26, 2025 11:59 a.m.

Share your feedback on transportation projects seeking federal funding to invest in roadways and trails and make it easier and safer to walk, bike and use transit. Comment now through Wednesday, April 30.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the Regional Flexible Funding Allocation (RFFA).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to $88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

Learn more about the new project bond ⟶

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails,

sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. Your input is valuable in selecting projects for these highly competitive funds.

Learn more about the proposed projects ⟶

How to comment

Let decision makers know what you think about the proposed bond and local projects. The public comment period is open now through April 30, 2025.

There are a variety of opportunities for comment:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
  - Step 1.A1 bond survey
  - Step 2 survey in English and Spanish
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850
- **Provide public testimony** in the presence of decision-makers at the Joint Policy Advisory Committee on Transportation meeting on Thursday, April 17.

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

Learn more about regional flexible funds ⟶

RELATED STORIES





Metro

Metro News

Public hearing notice: Comment on the 2028-30 Regional Flexible Funding Allocation process at JPACT

April 16, 2025 11:35 a.m.

Join the Joint Policy Advisory Committee on Transportation (JPACT) meeting on Thursday, April 17th to share your feedback on transportation projects seeking federal funding. Projects will invest in roadways and trails and make it easier and safer to walk, bike and use transit.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the Regional Flexible Funding Allocation (RFFA).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

Public comment open until April 30th

The 2028-30 RFFA public comment period is open now until Wednesday, April 30. There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to $88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

Learn more about the new project bond

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. Your input is valuable in selecting projects for these highly competitive funds.

Learn more about the proposed projects

Share your comments at JPACT

The Joint Policy Advisory Committee on Transportation (JPACT) will hear tesitmony at their virtual meeting on Thursday, April 17. Share your thoughts on the proposed bond and local projects in the presence of decision makers.

Public testimony is anticipated to begin at 7:50 a.m. You are encouraged to sign up to speak in advance.

April 17 JPACT meeting details ⟶

How to give testimony ⟶

Other ways to comment

There are a variety of opportunities for comment until Wednesday, April 30:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
  - Step 1.A1 bond survey
  - Step 2 survey in English and Spanish
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

Learn more about regional flexible funds ⟶

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From: Ramona Perrault
To: Ramona Perrault
Subject: 2028-2030 Regional Flexible Fund Public Comment
Date: Thursday, March 27, 2025 10:36:39 AM

Dear Joint Policy Advisory Committee on Transportation (JPACT) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications. In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal
Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2
With each Regional Flexible Funds cycle, cities, counties, and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks, and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage. Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

Metro | Making a great place

From: Ramona Perrault
To: Ramona Perrault
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Thursday, April 3, 2025 11:27:57 AM

Dear MPAC members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal
Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2
With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.
Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

From: Miriam Hanes
To: Miriam Hanes
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Tuesday, April 1, 2025 10:25:20 AM

Dear Metro Technical Advisory (MTAC) members, alternates and interested parties,

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.

Thank you.

Sent on behalf of Grace Cho, Principal Transportation Planner, Metro

Miriam Hanes (she/they)
Program Assistant, Urban Policy & Development
Metro | oregonmetro.gov
600 NE Grand Avenue, Portland, OR 97232
desk: 503.797.1562, mobile: 971.378.3010

From:	Dorian Campbell
To:	Dorian Campbell
Subject:	28-30 Regional Flexible Fund Public Comment
Date:	Wednesday, March 26, 2025 3:57:24 PM
Attachments:	image001.png

Dear Transportation Policy Alternatives Committee (TPAC) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.

Thank you.

Sent on behalf of Grace Cho

Dorian Campbell She/They
RTP Program Assistant
Metro | oregonmetro.gov
600 NE Grand Ave.

Appendix B: Comment Received by Email

Public comments on proposed projects for Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

From: Tim Mccarthy
To: Trans System Accounts
Subject: [External sender]Public comment on the 2028-30 Regional Flexible Funds Allocation
Date: Monday, March 31, 2025 7:49:09 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

It is really sad to have horribly rough roads due to projects that dig up the new smooth pavement and replace it with garbage. The roads are so bad that it is destructive to our vehicles. I cannot believe that it is not possible to do a better job of replacing pavement
Sent from my iPhone

From: Jim Wygant
To: Trans System Accounts
Subject: [External sender]Burnside Bridge Replacement
Date: Tuesday, April 8, 2025 1:37:20 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I am responding to the request for public input about the proposed construction of a new Burnside Bridge. I grew up in Portland, and have seen a lot of changes, some of which I regard as unfortunate. The state engineer who designed the Marquam Bridge wanted to run an off-ramp to a proposed freeway that would replace Powell Blvd. Fortunately that plan for replacing Powell Blvd. occurred at a time when we did not assume that highway engineers knew best. The off-ramp to Powell was discarded.

We are now considering new construction to replace the Burnside Bridge across the Willamette River. It is regrettable that we are still trying to design around the Marquam Bridge and the ugly, slow-moving freeway snake that runs along the east side of the river. The consequence for the new bridge plan is that the bridge must be stretched to accommodate the freeway. This is not only ugly and expensive. It is ignores the facts that:

1) traffic now crawls across the Marquam Bridge and along the east side;

2) most of the drivers are headed for areas that they could reach faster by using the Fremont Bridge, but they don't know how to do that;

3) before committing to spending money on a new bridge, the re-routing of I-5 traffic to the Fremont Bridge would move traffic more effectively and remove the ugly nonsense along the east bank of the river. It reminds me that San Francisco had an ugly two-layer ramp along the bay that they could not decide to get rid off -- until an earthquake knocked it down.

I know this has been argued before, but you are planning new construction that is expensive and unnecessary. It will also cost a lot, achieve nothing in expediting traffic, defers to another generation a difficult decision, and preserves one of the ugliest developments in the history of Portland.

Jim Wygant
7505 SE Reed College Pl.
Portland 97202

--
This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Joseph Stenger
To: RFFA
Subject: [External sender]Step 2. 82d Ave bicycle lane project
Date: Friday, April 4, 2025 4:29:37 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I tried several times to complete the survey questions on the 82d project, but the survey page won't accept the county name so I can't submit my response. Clearly glitchy. Here is what I want to say.

Rank 5/5
I live west of that area. I ride Prescott to the 205 multiuser trail but it does not feel safe! This project will be terrific.
Any project that makes it safer for cyclists and walkers will get people out of cars, make traffic flow quicker, reduce deaths and reduce tailpipe pollution.

Multnomah County.

From: Summer Beanland
To: Summer Blackhorse
Subject: FW: [External sender]Sunrise Gateway Corridor Project
Date: Monday, April 14, 2025 2:44:56 PM

I think this might be for you.

Summer Beanland
Administrative Assistant
Office of the COO
My gender pronouns: she, her, hers.

Cell: 971-712-3792
Metro | www.oregonmetro.gov



From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Monday, April 14, 2025 2:35 PM
To: Summer Beanland <Summer.Beanland@oregonmetro.gov>
Cc: Trans System Accounts <transportation@oregonmetro.gov>
Subject: RE: [External sender]Sunrise Gateway Corridor Project

Looks like another RFFA comment below

From: Roger Hough <rogerhough@houghteam.com>
Sent: Monday, April 14, 2025 2:26 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise Gateway Corridor Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a longtime resident and real estate broker in the Happy Valley area, I'm writing to express my enthusiastic support for the Sunrise Gateway Corridor Project.

This is far more than just a transportation improvement — it's a visionary investment in the future of our region. The emphasis on placemaking, safe and accessible bike and pedestrian pathways, increased connectivity between neighborhoods, and thoughtfully planned green spaces will make a lasting, positive impact on both livability and economic opportunity in East Clackamas County.

Our community is growing rapidly, and with that comes the responsibility to grow smart. This project reflects a proactive approach to regional equity, safety, and sustainable infrastructure. It can reduce congestion, expand multimodal transit options, and support job creation — all while preserving the character and charm that makes Happy Valley such a desirable place to live and work.

I strongly encourage your continued investment in this initiative and urge approval of the funding to move the next phase of design forward. This is the kind of bold, thoughtful planning our community needs — and deserves.

Thank you for considering this important step forward for our region.

Warm regards,

Roger Hough
Principal Broker

Roger Hough, Principal Broker with The Hough Team

Better Homes & Gardens Realty Partners, 12550 SE 93rd Ave, #120 Clackamas 97015

M 503.516.5688 | O 503.698.6600 | RogerHough@HoughTeam.com
| www.HoughTeam.com

Licensed in Oregon and Washington

From: Rose Causey
To: Trans System Accounts
Subject: [External sender]Sunrise Gateway Corridor project
Date: Monday, April 14, 2025 4:52:16 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Re: Sunrise Gateway Corridor Project
I am in favor of improvements to Hwy 212, and I believe that it is urgently needed. It is a popular highway in Clackamas County which connects from I-205 out east into the country north of Carver all the way past Boring into Sandy. Traffic is quite backed up during rush hours am and PM from I-205 to Damascus. It is difficult to turn onto from side streets. There should be improved lighting and some room in the center with left turn lanes in it. Also, some sort of raised dividers to help prevent traffic collisions. There has been loss of life on Highway 212 over the past few years due to head on collisions. A bike path or sidewalk on the south side would be helpful. Dividers of some sort would be good between left turn lanes between intersections.
Thank you for listening to concerned citizens of Oregon
Rose Causey

From: Prad Shah
To: Trans System Accounts
Subject: [External sender]Sunrise Gateway Corridor/Highway 212 Project
Date: Monday, April 14, 2025 8:57:49 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I live in the Happy Valley area and enjoy the area very much. Schools, Park walking trails throughout the area. The Sunrise corridor/Highway offers a unique opportunity for development that would add a unique charm to the area, with some residences, some community activity centers and walking trails. Presence of Adrien C. Nelson high school presence offers a real livable community to the area.

I whole heartedly support the critical funding for the Sunrise Gateway corridor/Highway project.

Sincerely,

Prad Shah

From: Trans System Accounts
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding
Date: Monday, April 14, 2025 12:59:52 PM

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin
Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.
Mike Eddy

From: Shrestha, Bandana
To: Trans System Accounts
Cc: Triplett, Stacey; brett@hvhikers.com; JStasny@clackamas.us
Subject: [External sender]Support of the Sunrise Gateway Corridor, Highway 212
Date: Monday, April 14, 2025 6:18:39 PM
Attachments: image001.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Transportation Team,

As a resident of Clackamas County who lives adjacent to and uses the Sunrise Gateway Corridor in my everyday life and as the State Director for AARP Oregon, I am writing to strongly encourage Metro to invest in the Sunrise Gateway Corridor/Highway 212. This investment is crucial for enhancing the safety and accessibility of the corridor for all modes of transportation. Furthermore, it will improve access to jobs, neighborhoods, transit options, and parks and open spaces for our region.

I had the privilege of serving on the Metro Local Investment Team for Get Moving 2020, where we heard from local residents, elected officials, and businesses and learned about the needs and opportunities for improving safety and transit access in the Sunrise Corridor. This experience brought home to me the importance of making strategic investments in this rapidly growing area.

The Sunrise Gateway Corridor is one fastest-growing areas in the metro region and is expected to continue growing with new homes, businesses, and residents. To support this growth and ensure that it is the right type of growth, it is essential to make critical investments to ensure this area remains a great place for people of all ages to live, work, and thrive. By investing in this corridor, Metro will support families, foster economic development, and help to create a community where people can age in place with the necessary transportation options, access to amenities and supportive environments that enhance quality of life.

Thank you for considering this important investment.

Sincerely,

Bandana

Bandana Shrestha
State Director, AARP Oregon
Resident of Clackamas

Bandana Shrestha बन्दना श्रेष्ठ
(she/her, how to pronounce my name)
State Director I AARP Oregon
1455 SW Broadway, Suite 1490
Portland, OR 97201
503-784-1789 (C) I 503-513-7368 (O)
bshrestha@aarp.org
Book a meeting with me.

CONNECT WITH US:
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AARP® Oregon

Wise Friend. Fierce Defender.

Ageism is prejudice against our own future selves.

"Look closely at the present you are constructing. It should look like the future you are dreaming." Alice Walker

April 21, 2025

Metro Council President Lynn Peterson
Metro Councilor Ashton Simpson
Metro Councilor Christine Lewis
Metro Councilor Gerritt Rosenthal
Metro Councilor Juan Carlos González
Metro Councilor Mary Nolan
Metro Councilor Duncan Hwang

Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Metro Council President Peterson and Metro Councilors:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. The City of Hillsboro supports the proposed bond as an opportunity to leverage federal and state funds, advance local and regional transit priorities, and support building projects that meet our community's urgent transportation needs.

I am grateful and pleased to see the bond proposal would invest in the Tualatin Valley (TV) Highway Safety and Transit Project – a collaborative multi-jurisdictional effort to make travel safer, enhance transit rider experience, and improve service speed and reliability along this well-traveled corridor. The TV Highway corridor supports one of the highest ridership bus lines in the region, while serving many communities of color, limited English proficiency speakers, and lower income communities. It is also a designated High Injury Corridor that desperately needs investments to improve safety.

The bond package demonstrates strong regional support to leverage significant federal, state and local funding. However, the draft bond allocation proposes $28 million dollars for the TV Highway Safety and Transit Project instead of its requested $30 million dollars. I appreciate that the proposed bond allocation strives to provide financial support to five regional projects. Still, I must emphasize the need for the full requested regional contribution amount for the TV Highway Safety and Transit Project.

Although the Oregon Department of Transportation (ODOT) could fill the $2 million dollar deficit, the uncertainty of those funds introduces many risks for the TV Highway Safety and Transit Project in maintaining expected local funding contributions and in applying for federal funding.

Mail 150 E Main Street, Hillsboro, Oregon 97123-4028 Phone 503.681.6100 Fax 503.681.6232 Web www.hillsboro-oregon.gov

Request: Revise the Metro proposal to include a full regional award amount of $30 million dollars for the TV Highway Safety and Transit Project securing this project and our communities' future.

Thank you for consideration, and I know that together we can advance our shared goal of improving transportation safety and equity for everyone in our community.

Sincerely,



Mayor Beach Pace

cc: Councilor Olivia Alcaire
Councilor Kipperlyn Sinclair
Councilor Saba Anvery
Councilor Elizabeth Case
Councilor Rob Harris
Councilor Cristian Salgado

From: Trans System Accounts
To: Summer Blackhorse
Subject: FW: [External sender]Support for Sunrise Gateway Project
Date: Monday, April 28, 2025 11:00:10 AM

-----Original Message-----
From: don smith <donsmith2269@gmail.com>
Sent: Monday, April 28, 2025 10:35 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: don smith <donsmith2269@gmail.com>
Subject: [External sender]Support for Sunrise Gateway Project

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Hello,

I whole heartedly support the Sunrise Gateway Project. Parallel/alternative/main routes are desperately needed in northern Clackamas County to relieve congestion, spread traffic out and provide a safe and fast route/avenue for emergency services.

If Metro has its eye on increasing the population around the 212 corridor, then a balanced transportation system is essential with adequate roads to prevent grid lock and move commerce.

Thank you,

Don Smith
11800 SE William Otty Rd
Happy Valley, OR 97086
503-730-0253
donsmith2269@gmail.com

From: Diana Helm
To: Trans System Accounts
Subject: [External sender]RFFA and Sunrise Corridor
Date: Monday, April 28, 2025 8:45:58 PM

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Hello JPACT Team,

The Sunrise Corridor/Hwy 212 Project is a worthy recipient of the Regional Flexible Funds Allocation dollars. Jamie Stasney and her incredible team have done more public outreach than any project I have witnessed or been involved in over the past 15 years.

Please allocate funds in Clackamas County, it's long overdue!

Thank you,
Diana

Diana Helm
503.522.6305

SWTrails PDX

Promoting walking and cycling in SW Portland, OR
www.swtrails.org
Facebook @SwTrailsPortland
Follow @swtrailspdx

April 15, 2025

Dear RFFA Committee,

To appreciate the importance of the Hayhurst segment of the Red Electric Regional Trail it is crucial to keep in mind that this neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland.

This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site.

Portland Parks & Recreation's proposed RFFA project connects the Alpenrose site to the elementary school and to Pendleton Park, and has the potential to become a car-free, safe route to school for many young children.



The regional importance
The Red Electric Regional Trail will become a key connector for local, short distance trips within and between the many neighborhoods it passes through. And giving residents a safe way to walk across their neighborhoods is important! But the bigger significance of the RERT is that it is regional. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland. Heading the other direction, from Garden Home to the south, trail users would be able to connect to Tigard's Fanno Creek multi-use Trail for a total 24-mile trip.

Because of this, both the Portland City Council and the Metro Council conferred the trail with the "regional" designation in 2007 and 2008, respectively. The new Raleigh Crest development of the Alpenrose site will be building a segment of the Red Electric trail across their property. If Metro were to fund the Hayhurst/ Pendleton Park segment of the trail, the combined private public-private dollars would anchor the western end of the Red Electric to the Fanno Creek Trail and would be a gap-free extension of this walking and cycling path.

Equitable transportation
Finally, having a safe route to walk or roll would be transformative for those who do not drive—children, the disabled, people living on low incomes and the elderly. Because it is a multi-use path, the Red Electric Trail would be particularly helpful to disabled people or others who rely on a scooter or other wheeled device. In this way, the Red Electric multi-use path would reduce car trips and help non-drivers achieve independence. Please keep in mind, the area does *not* have safe access to the bus stops on Beaverton-Hillsdale Highway, Shattuck Road does not have a sidewalk (and there was a pedestrian death crossing BHH at Shattuck a few years back).

Evaluation scoring
One last comment about the evaluation report scoring. It is an impressive and comprehensive set of criteria, and obviously Metro put a lot of work into evaluating the projects. As we review the Red Electric scoring, we have some comments which might clarify southwest's existing conditions, several of which seem invisible to this framework.

Residents of Southwest Portland live with a dearth of infrastructure—the area has the least sidewalk coverage, the least number of planned bike routes that have

actually been built, and the worst bus coverage and frequency in Portland. Only 33% of our biggest roads, the collectors and arterials, have sidewalks.

SWTrails has built and maintains our 55 miles of trails as a safe *alternative* to roads which lack basic infrastructure. The point is to *avoid* high crash corridors and intersections where possible. The Hillsdale-Hayhurst segment of the Red Electric Trail is a good example of this. It runs near, and parallel, to the Beaverton-Hillsdale Highway high crash corridor, which has a bike lane, but no sidewalks. Confident cyclists will ride on BHH—no one else will; the Red Electric offers children and less confident riders the only alternative route.

The first several Safe System criteria don't capture our reality of needing an avoidance and safe alternative strategy, and a few other questions seem to be evaluated incorrectly. (For example, MO4. "Does the project provide a safer alternative to a high-crash location?" was scored 0.0) Our infrastructure is so minimal that the need isn't registering.

In closing
SWTrails has worked closely with the Portland Bureau of Transportation, PP&R and Metro over the decades to make the Red Electric Regional Trail a reality. We hope that Metro will continue to support this worthy project. Thank you for your consideration.

Sincerely,

Lisa Caballero
Vice-President
lisac@me.com

Don Baack
Founder
donbaack@gmail.com

Milestones in the Red Electric Regional Trail project

1995-1997	Multimodal trail on the old red electric route conceived by SWTrails, PP&R and Metro;
1998	PP&R receives funding from Metro for feasibility study;
2000	Urban Trails Plan adopted by Portland City Council (including *Trail 2,* a portion of the Red Electric route);

2007 The 1998 feasibility study results in this route being approved as a multimodal regional trail by Portland City Council with subsequent approval in **2008** by Metro Council. The "regional" status means the route requires public right-of-way dedication from future development along its length.

2021 State Senator Ginny Burdick secures a $750,000 State grant, "covid funding," for PP&R to design a multi-use path along the Hayhurst segment;

2022 Red Electric Trail Pedestrian and Bicycle Bridge over the Fanno Creek headwaters in Hillsdale opens. This multimodal bridge connects Hillsdale business area with "Little Bertha" area immediately west of Hillsdale – a key connection for the overall trail.

2022 Metro recognizes the transportation potential of the Red Electric Trail in its Regional Trails Prioritization Tool Report, ranking it "Very High."

2024 Portland approves the Land Use plan for the Raleigh Crest development. Includes design for the Red Electric multi-use path across the property.

From: Trans System Accounts
To: Summer Blackhorse
Cc: Trans System Accounts
Subject: RE: [External sender]Support
Date: Monday, April 14, 2025 2:52:15 PM

And another!

From: kayduncan16@gmail.com <kayduncan16@gmail.com>
Sent: Monday, April 14, 2025 2:48 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Duncan, John <duncan@humnet.ucla.edu>
Subject: [External sender]Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi My name is Kay Duncan and we live in the Happy Valley . when we found out that there is a Sunrise Corridor Project along the Hwy 212, we were happy to find out there is an infrastructure plan to improve the traffic along these neighborhood. Having improved transportation along 212 will improve the Gridlock along the Sunnyside as well..
WE need infrastructure improvements as much as we can support and my husband John and I are all for it and will do what we can.

Thank you

Kay & John
Duncan

From:	Trans System Accounts
To:	Summer Blackhorse
Subject:	FW: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"
Date:	Monday, April 14, 2025 7:53:50 AM
Attachments:	0952uk2n3g2tocpr2pvnl.png Attachment D for ID CFP6 - westside_trail_master_plan for King City Segment 1.pdf Attachment C for ID CFP6 - WaCo Review of Kensington Square development.pdf Attachment A for ID CFP6 - Excerpt from KT EW Alts Study Transp 2022 Appendix B regarding Fischer Road extension traffic volume.pdf Attachment B for ID CFP6 - Letter from Chuck Watson, Rivermeade Community Club (1).pdf Attachment E for ID CFP6 - Westside Trail and Park Concept plan approved by City Council.pdf

---

Thank you,

Summer Blackhorse, *(she/they)*
Program Assistant III

Support for Jean Senechal-Biggs, Manager, Resource Development

- *Metropolitan Transportation Improvement Program*
- *TransPort, Transportation System Management & Operations*
- *Regional Travel Options*
- *Get There, Portland Metro Regional Network Administrator*

Hours, 7:30 a.m. to 4 p.m. Monday through Friday
503-797-1757 to leave a message sent to my email
971-978-8789 cell phone

From: Gary Woods <garyjudywoods@gmail.com>
Sent: Sunday, April 13, 2025 5:44 PM
To: RFFA <RFFA@oregonmetro.gov>; Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Joint Policy Advisory Committee on Transportation

Here is the testimony for the April 17th meeting

Gary Woods
King City, Oregon

Date: April 13, 2025

To: Joint Policy Advisory Committee on Transportation
Emailed to: rffa@oregonmetro.gov
And transportation@oregonmetro.gov

From: Gary Woods
Resident of King City

Regarding: Project ID CFP6 "Westside Trail Segment 1 - King City"

The RFFA Step 2 application for this project contained errors and omissions. I believe it is important for Metro to have accurate information before making a decision on which projects receive funding.

Summary

The errors and omissions are:

1. **The grant application omits King City's plan to 'stub' the Capulet and Fischer Road extensions, and to not complete the connection with SW 137th Avenue until some time in the future.**

   Line 41 states " This project includes the street connections from SW Capulet Lane, SW Montague Way, and SW Fischer Rd." King City staff have told the King City City Council, and the community, that the connections to 137th will not be made until the improvements to SW 137th Avenue (to collector status). The improvements to 137th are identified in the King City TSP project list as "Unconstrained Tier 3 -the last phase of projects to be implemented, should additional funding become available."

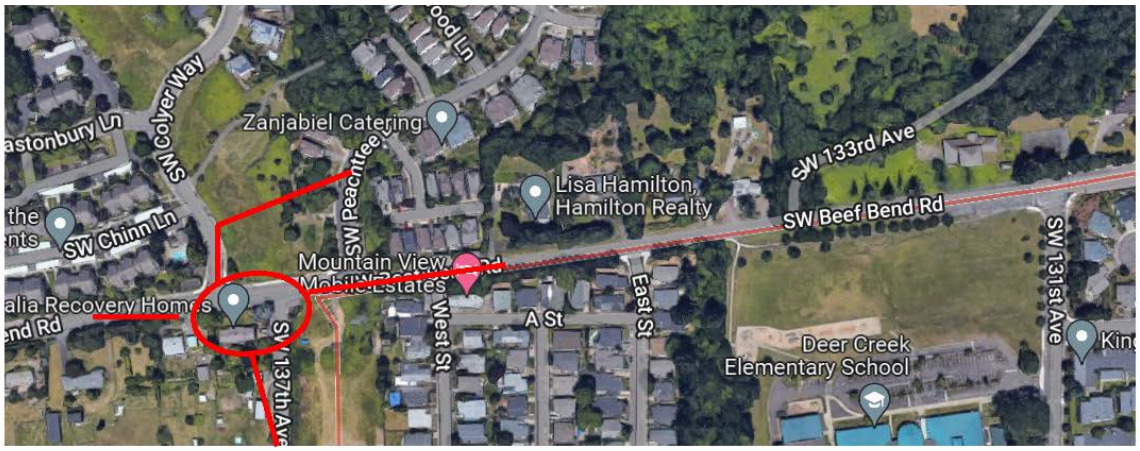
   The Westside Trail Layout (Grant Exhibit A) shows that the extension of SW Montague Way is stubbed. The future connection that is shown is through a park owned by Rivermeade Community Club, a 501(c)(7) organization that is vigorously opposed to King City building a road through their community park.

   It is not a responsible use of the grant funds to build roads that will not be connected until some unidentified time, likely many years in the future.

2. **The grant application states all property sellers are 'amenable'. This is not true.**

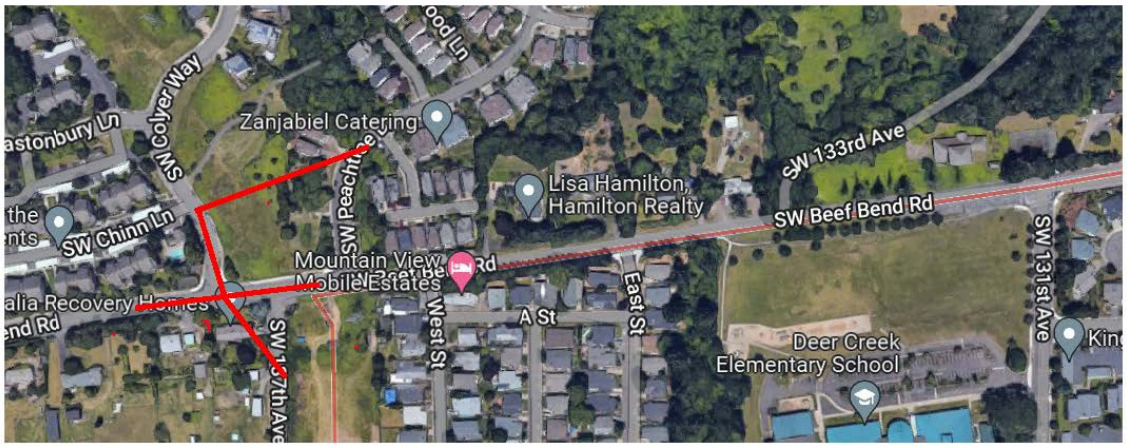
   The Edgewater on the Tualatin HOA owns approximately 30% of the property covered by this project. I live in Edgewater and have been talking with many of my neighbors. The Edgewater HOA is not 'amenable' to selling their property to King City. In fact, this is very controversial. King city staff knew this when they wrote the grant application.

Metro.pdf
dropbox.com



Realign 137th Avenue and Peachtree Drive with Signal

This alternative is illustrated in the figure below. Analysis of the alternative revealed that it would successfully meet County operational standard of V/C= 0.99 in the 2040 PM peak hour. The worst movement (westbound through/right) at the intersection is estimated to have a v/c ratio of 1.00 but the overall intersection is estimated to have a v/c ratio of 0.96 (using quick output from HCM 2000). This scenario would meet the County's standard.



5.8 Fischer Road Improvement Needs

Table 20 presents a summary of 2040 Average Daily Traffic projections on three of the approach legs for the intersection of Fischer Road with 131st Avenue. These projections were prepared for both the Alternative 1, 2 and/or 3 South scenarios or the No Direct Connection scenario and compares the projections with existing daily volumes. ADT estimates were based on the PM peak hour projections prepared as part of the Alternatives Analysis and rely on a K factor reflecting the relationship between daily and peak hourly counts as observed on Fischer Road near OR 99W.

As indicated in the table, Fischer Road is currently estimated to carry about 7,000 daily vehicles east of the intersection with 131st Avenue, and about 6,400 vehicles on 131st Avenue north of Fischer Road. Existing traffic patterns on these two streets include a relatively heavy movement between Fischer and 131st Avenue to/from the north. This movement includes motorists making a cut-through maneuver

from Beef Bend Road to/from OR 99W south of Fischer Road as this pathway is shorter and quicker than using the intersection of Beef Bend Road with OR 99W. Existing daily traffic volumes on Fischer Road west of 131st Avenue average about 1,800 vehicles.

As further illustrated in the table, traffic volumes are expected to increase on either Fischer Road or 131st Avenue with the two Kingston Terrace east/west alignment alternatives, with an approximate 4,000 daily vehicle difference between the two scenarios on either Fischer Road or 131st Avenue. While the expected increases are significant, they are anticipated to affect the intersection of Fischer Road with 131st Avenue regardless of scenario. It is recommended that this intersection be signalized as signal warrants are expected to be met.

Table 20. Comparison of Fischer Road Volumes

Location	2021 ADT	2040 ADT with Alternatives 1, 2 or 3 South (with Fischer Connection)	2040 ADT with No Direct Connection (No Fischer Connection)
Fischer Road east of 131st Avenue	7,000	12,900	8,900
131st Avenue north of Fischer Road	6,400	5,800	9,800
Fischer Road west of 131st Avenue	1,800	8,600	1,900

The east/west alignment alternatives that include a direct connection to Fischer Road would see a substantial increase in daily traffic along the segment of Fischer Road to the west of 131st Avenue, growing from approximately 2,000 ADT to over 8,000 ADT.

Fischer between 131st and 137th Avenues has a 61-foot wide right of way and a 36-foot curb-to-curb width which includes on-street parking. There are very few driveways along this street segment and relatively few intersecting streets. Analysis conducted of the existing roundabout at 136th Avenue indicates that it is expected to continue to operate acceptably with this traffic growth. Consideration will need to be given to the provision of bicycle facilities through this corridor which could be developed as a bike lane couplet placing westbound bicyclists on Fischer Road (and restricting on-street parking to one side of the street) and eastbound bicyclists on King Lear Way (a parallel street to the south) where such an opportunity is available. Complete removal of on-street parking could occur between King Lear Way and 131st Avenue because the parking demand and usage is much lower than further west. Pedestrian crossings could continue to be provided at the intersections of Fischer Road with 136th Avenue and King Lear Way/134th Terrace.

Letter from Chuck Watson, Rivermeade Community Club

April 12, 2025

To: Portland Metro
(Attn: Joint Policy Advisory Committee on Transportation)
From: Chuck Watson, President, Rivermeade Community Club

I am the President of a small Community Club, consisting of 57 home sites, adjacent to the western edge of King City, Oregon. Our community club is a registered 501(c)(7) organization and wholly own a park at the end of our singular street.

Recently, a private citizen of King City brought to my attention that King City has plans to extend Montague Way Road (through the existing power lines separating King City and our park) up to the physical boundary of our park for purposes of extending said road through our park into our neighborhood, at some point in the future. Currently we are unincorporated Washington County. This person also explained King City was in the process of requesting funds for this future project. This sounds like a road to nowhere.

This is why I am writing this letter.

1. King City has not once mentioned this potential intrusion of our organization/neighborhood. I found this information out from a conversation with an individual, not a government official or employee. I find this insulting and unprofessional.

2. If King City makes the decision to build this road and "stub it out" until a future date, there is no chance our community will be more accepting of selling our private land/park. Not one member of the Rivermeade Community Club wants to sell or lose our park. King City, Washington County, Metro,…whomever; will have to use the very unpopular process of "eminent domain" to "steal" our land from us.

3. Our Community Bylaws state if a landowner sells their property to a developer to be subdivided, the new owners and residents of the said property, release any right to vote or have use of this park. They no longer are members of the Rivermeade Community Club. So, time is not something that will soften the sentiment. Once again, "eminent domain" is the only way King City currently or in the future will acquire the park abutting to the "road to nowhere ".

Rivermeade Community Club is not against growth. Are we against wasteful use of government resources and our own tax dollars to fund projects that don't make sense?…you bet.

Chuck Watson
Chuckles737@hotmail.com
(503)347-8573

Washington County Transportation Review
Kensington Square Preliminary Subdivision Application

Date:	April 9, 2025
Jurisdiction:	King City
City Application:	LU-2024-07
County Application:	CP2590901
City Contact:	Maxwell Carter, City Planner Phone: (971) 392-5869 Email: mcarter@ci.king-city.or.us
County Staff:	Tony Mills, Associate Planner Phone: 503-846-3837 Email: tony_mills@washingtoncountyor.gov

Site/Application Information

Existing Use: Low-density residential

Proposal: The applicant proposes subdividing four existing tax lots into ± 87 lots for future residential development.

Site Size: ±7.16-Acres

Site Address: 13970 & 14060 SW Beef Bend Road, 16305 SW 137th Avenue

County Right-of-Way: SW Beef Bend Road

Washington County Assessor's Map(s): 2S116B, Tax Lots 800 and 1000 and 2S116BB, Tax Lots 2700 and 2701

Department of Land Use & Transportation · Planning and Development Services · Transportation Planning
155 N. First Avenue, Suite 350, MS 14 · Hillsboro, OR 97124-3072
phone: 503-846-3519
website: www.washingtoncountyor.gov/lut · email: lutplan@washingtoncountyor.gov

ACRONYM DEFINITIONS:

"WCCO" means Washington County Code of Ordinances

"TSP" Washington County's Transportation System Plan

"RDCS" means Washington County's Road Design and Construction Standards

"CDC" means Washington County's Community Development Plan

"AASHTO" means American Association of State Highway and Transportation Officials

"ESAL" means Equivalent Single Axle Load

"MUTCD" means Manual on Uniform Traffic Control Devices

"ITE" means Institute of Transportation Engineers

"ORS" Oregon Revised Statute

COMMENTS AND DESIGN REQUIREMENTS

Consistent with ORS Chapters 368 and 810, these comments are intended to fulfill Washington County's role as the owner of public right-of-way impacted by a proposed development. The roadway subject to the provided comments is confirmed to be under the jurisdiction of Washington County, as per county road records, Washington County's Transportation System Plan (TSP), and King City's TSP.

Washington County's roadway design comments are based on the County's Transportation System Plan (TSP) and Roadway Design Criteria Standards (RDCS). Resolution and Order 86-95 provides the basis for determining when safety improvements are necessary.

Project Background

These comments address the Kensington Square preliminary subdivision application currently under review by the City of King City as part of land use case file LU-2024-07. The proposed subdivision will divide 7.16 acres currently occupied by four tax lots (Washington County Assessor's Map 2S116B, Tax Lots 800 and 1000, and Map 2S116BB, Tax Lots 2700 and 2701) into ±87 lots for future residential development. The development site has ±515 linear feet of frontage along SW Beef Bend Road.

The current subdivision layout anticipates that the future lots will be accessed via a local street network that ties into an intersection with SW 137th Avenue. SW 137th Avenue is currently a ± 22-foot-wide, two-lane paved road that extends south from an intersection with SW Beef Bend Road, serving as the only connection to the transportation network for approximately 40 existing dwellings in the area. King City has identified SW 137th Avenue as a collector in their Transportation System Plan (TSP). Based on the current design, all new traffic generated by the proposed subdivision will travel through the intersection of SW 137th Avenue and SW Beef Bend Road.

Road Existing Conditions and Classifications

According to the most recent county survey (Survey Number: 31771), the right-of-way width for SW Beef Bend Road varies substantially. Along the site's frontage, the right-of-way is 58 feet wide, 25 feet from the monumented centerline to the subject property boundary. SW Beef Bend Road transitions from two to three lanes with a center turn lane to accommodate three offset intersections east of the project site's frontage.

The Functional Classification and Lane Number Designation Maps in Washington County's TSP identify SW Beef Bend Road as a 2-3 lane arterial roadway. A regional trail is planned to extend from the

intersection between SW 137th and SW Beef Bend Road to the west across the frontage of the subject project site.

According to the Functional Design Parameters for roadways provided in Table 3 of the Washington County Transportation System Plan (TSP), arterial roads that are expected to be three lanes require a minimum of 90 feet of right-of-way, which corresponds to the A-4 designation in the Roadway Design Criteria Standards (RDCS).

Safety Hazard

The Transportation Impact Study, prepared by Lancaster Mobley and submitted as part of the proposed subdivision, has been reviewed by Washington County traffic engineers to determine the impact of the proposed development on the county right-of-way. These comments are consistent with the Washington County TSP, Road Design and Construction Standards, and R&O 86-95.

The submitted application will establish a new subdivision with 87 lots for future residential dwellings. As proposed, a local street network will connect the future lots to the existing roadway system via a single intersection with SW 137th Avenue.

SW 137th Avenue is the only outlet for an existing neighborhood of low-density, single-detached dwellings. Currently, the road has a single connection point to the larger transportation network through an intersection with SW Beef Bend Road. According to the TIS, the proposed subdivision will add ±624 daily vehicle trips to SW 137th Avenue, directly impacting its intersection with SW Beef Bend Road.

R&O 86-95 defines the impact area of a specific development where the applicant may be responsible for improvements, and it categorizes safety hazards as existing or predicted. According to Appendix B, Section A of R&O 86-95, existing hazards refer to those identified on the Safety Priority Index System List, and predicted hazards can be identified as locations where safety improvements are warranted. The impact area is defined under Section A as road links where site-generated traffic equals or exceeds 10 % of the existing average daily traffic.

The TIS did not analyze the current traffic volume on SW 137th Avenue. However, based on the existing development pattern of single-detached dwellings that use SW 137th Avenue for access, the current traffic volumes on SW 137th Avenue are unlikely to exceed 6,240 vehicle trips. Therefore, the additional 624 trips produced by the proposed subdivision would exceed the 10% threshold used to define an impact area in R&O 86-95.

Per R&O 86 95, Appendix B, Section D.2.2.2, warranted improvements are considered a predicted hazard. Subsection 2 specifies that left turn lanes at intersections within an impact area may be regarded as a predicted hazard safety improvement, provided volume warrants indicate the need for an improvement.

Based on the information provided in the applicant's Traffic Impact Study (TIS) and analysis by Washington County's traffic engineering team, the additional vehicle trips generated by this subdivision warrant a dedicated left turn lane for westbound traffic at the intersection of SW Beef Bend Road and SW 137th Avenue.

The intersection between SW 137th Avenue and SW Beef Bend Road is one of three offset intersections within a ±400-foot stretch of SW Beef Bend Road. SW Colyer Way and SW Peachtree Drive intersect on

the north side of SW Beef Bend Road, located west and east of the SW 137th Avenue intersection. The SW Colyer Drive intersection is to the west, and the SW Peachtree Drive intersection is approximately 150 feet to the east. An existing two-way center-left turn lane, extending between the two intersections, allows eastbound and westbound traffic to make left-turning movements onto the respective streets.

Based on the expected left-turning PM peak volumes and 85th percentile speed, the dedicated left-hand turn lane's total required length (taper and turn lane) is 240 feet.[1] This exceeds the 150-foot distance between the intersections of SW 137th Avenue and SW Peachtree Drive with SW Beef Bend Road. Therefore, the current alignment of the SW 137th Avenue and SW Beef Bend Road intersection cannot safely accommodate the increased westbound traffic from SW Beef Bend Road, which is making left-turning movements onto SW 137th Avenue.

The county understands that resolving the issues at this intersection may not be feasible as a part of this project. The County Engineer may be willing to support a Design Exception to establish an interim access consistent with the access management provisions in Washington County's TSP. This option would provide the proposed subdivision direct access onto SW Beef Bend Road until the existing intersection is improved and can safely accommodate additional traffic.

Any improvements to existing county facilities will require a Washington County Facility Permit. The County Engineer must approve designs that deviate from the county's Road Design and Construction Standards through the Design Exception process.

[1] Washington County's Road Design and Construction Standards, Section 15.08.320.050 determines the design requirements for a dedicated left-turn lane.

Department of Land Use & Transportation · Planning and Development Services · Transportation Planning
155 N. First Avenue, Suite 350, MS 14 · Hillsboro, OR 97124-3072
phone: 503-846-3519
transportation.washingtoncountyor.gov/tdp/tdp_update@washingtoncountyor.gov

Washington County Facility Permit Requirements

I. GENERAL REQUIREMENTS

A. Permit Requirements

1. A Facility Permit is required for all improvements within Washington County's right-of-way. Facility Permits must follow the submittal requirements outlined in WCCO, Title 15.08.210.
2. An early access permit is required for site work where construction traffic will utilize the county's right-of-way.
3. Submit a construction access and traffic circulation/control plan.
4. Construction access will be from the city's right-of-way. No rural properties can be used for construction staging.
5. Per WCCO, Title 15.08.3.40.070, and CDC Section 501-8.5.B(4), new private driveway entrances onto an arterial road are restricted. In cases where access to an arterial road is necessary, a design exception may be submitted to the county engineer for review. Applications for a design exception must conform to the submittal requirements in WCCO, Title 15.08.220.020.2. Applicants are required to demonstrate that the request conforms to the review criteria in Title 15.08.220.020 of the WCCO.
6. Provide a Pavement Report prepared by a Professional Engineer. The report will include recommendations for new full-depth pavement and/or pavement repair for existing roadway sections affected by the project. The report shall include but is not limited to the following recommendations: Existing pavement condition analysis, Grind and Inlay/Overlay, pavement repair, "Wet Weather" pavement construction, ESAL calculations, AASHTO pavement design calculations, soil classification, modulus, and laboratory test results.

B. Improvements

1. New impervious areas that expand beyond the UGB boundary must follow rural drainage practices.
2. Impacts to private driveways on neighboring properties shall be considered when creating new intersections, including offsets that could result in unsafe ingress/egress turning movements within the right-of-way.
3. Existing driveways within the project site's boundary that provide access to SW Beef Bend Road will be closed.
4. According to WCCO, Title 15.08.340.110, retaining walls supporting private property are not permitted within the right-of-way.
5. Construction activity that impacts existing survey monuments in the right-of-way shall conform to the standards in WCCO, Title 15.08.310.020. Any new survey monuments within the right-of-way shall follow the requirements in WCCO, Title 15.08.310.030.

Department of Land Use & Transportation · Planning and Development Services · Transportation Planning
155 N. First Avenue, Suite 350, MS 14 · Hillsboro, OR 97124-3072
phone: 503-846-3519
transportation.mailbox@washingtoncountyor.gov

6. Coordinate with private property owners and the Postmaster General to relocate mailboxes as needed.

C. Utilities

1. Per WCCO, Title 15.08.340.160.1, Dry utilities should be located outside the paved road where feasible. Underground utilities intended to provide direct service to adjacent properties with future connection shall not be located within the paved section of a constructed road unless approved by county staff. To reduce impacts on infrastructure, it is generally preferred that utilities be located outside of the right-of-way whenever possible.
2. Above-ground utilities shall meet the minimum clear zone requirements in WCCO Title 15.08.320.070.
3. Wet utilities shall be designed in accordance with the relevant service provider's requirements, and the county engineer shall review their potential impacts on the roadway.
4. When locating lighting and signal poles, the contractor shall coordinate with Portland General Electric and the Bonneville Power Administration to confirm the required clearance distances from power lines and other equipment.

II. PRIOR TO ISSUANCE OF A PUBLIC IMPROVEMENT OR EQUIVALENT PERMIT BY THE CITY OF KING CITY

Submit to Washington County Public Assurance Staff: A completed "Design Option" form (original copy), the City's Notice of Decision (NOD), and the County's Revised Letter dated April 9th, 2025.

$ 28,000 Administration Deposit.

NOTE: The Administration Deposit, a cost-recovery account, is used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and permit processing. This deposit is an estimate of the cost of these services. If, during the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project. If there are any unspent funds at project closeout, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are incomplete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

Electronic submission of engineering plans, geotechnical/pavement reports, engineer's estimates, final sight distance certifications, and the "Engineer's Checklist" (Appendix E of County Road Standards) for the construction of the following public improvements.

NOTE: Improvements within the ROW may require relocation or modification to permit the construction of public improvements. All public improvements and modifications shall meet current County and ADA standards. Public improvements that do not meet County standards shall submit a design exception to the County Engineer for approval.

A. SW Beef Bend Road

1. Half Street Improvements
    a. Half-street improvements along SW Beef Bend Road shall meet the minimum standards for the A-4 designation in Exhibit 1 of Washington County's Road Design and Construction Standards. This includes at least 45 feet of right of way to

accommodate 12-foot travel lanes and a 6-foot bike lane. The county will defer to the city's conditions regarding facilities beyond the curb line. City requirements may exceed the county's minimum standards.

b. Road design shall be completed per the standards outlined in WCCO, Title 15.08.320.

c. Bikeways shall be designed in accordance with Washington County's Bike Toolkit. The minimum standards are outlined in WCCO Title 15, Section 8.340.010. Exceeding the minimum requirements to provide safer facilities is encouraged.

d. Sidewalks shall be designed to meet the minimum requirements in WCCO, Title 15.08.340.060. Designs that exceed these minimum requirements to satisfy the standards provided by the local land use authority are allowed. However, the county engineer will be the final authority regarding design and safety concerns.

e. Pedestrian facilities must comply with the ADA Design Standards specified in the memo titled "Clarification of Americans with Disabilities Act (ADA) Design Standards," signed by the County Engineer on May 26, 2022.

f. Street lighting and conduit shall be installed along the site's SW Beef Bend Road's frontage. Each fixture shall include a shield, which shall be installed in accordance with the applicable requirements in WCCO, Title 15.08.350.

g. Washington County will defer to the local land use authority regarding landscape design requirements within the right-of-way. If landscaping is not required, Washington County's minimum design standards will apply. Plantings must follow the specific installation requirements in WCCO, Title 15.08.340.130.3.

2. Interim Access Intersection (optional)

a. Submit a Design Exception form in accordance with WCCO Title 15.08.350.040 justifying the need for an interim direct access onto an arterial roadway.

b. Intersections shall meet the minimum intersection design requirements in WCCO, Title 15.08.320.

c. The intersection design may incorporate turn lanes consistent with the recommendations in the Traffic Impact Analysis, provided that the applicable warrants are met. Additional improvements may be required when indicated by a supplemental warrant analysis.

d. Intersections must meet the minimum illumination standards in WCCO, Title 15.08.350.030.4.

e. Striping and signage must meet the Oregon MUTCD standards and any applicable Washington County standards.

f. Submit a Preliminary Sight Distance Certification and mitigation for the intersection Road.

3. Dedication of Right-of-Way

a. Right-of-way dedication shall be incorporated on the final plat submitted to the Washington County Survey Office for final review.

b. Dedication resulting in a minimum of 45 feet right-of-way from the monumented centerline on the south side of SW Beef Bend Road.

c. Additional right-of-way shall be provided as needed to permit the construction of city and county public improvements and ensure accessibility for future maintenance.

d. Dedication at intersections with county roads shall extend to the curb return of the intersecting road.

III. PRIOR TO CERTIFICATE OF OCCUPANCY

A. Either a final plat or dedication deed incorporating the necessary right-of-way dedication to accommodate all public improvements shall be recorded with Washington County.

B. Washington County shall complete and accept all road and frontage requirements, including final sight distance certification for any intersections affected by work within the right-of-way.

Please contact Tony Mills, Associate Planner, at 503-846-3837 or by email at tony_mills@washingtoncountyor.gov with any questions.

Cc: Road Engineering Services
Traffic Engineering Services
Assurances Section
Transportation File

Table 1 Segment 1: Tualatin River to SW Beef Bend Road

1A Tualatin River crossing	
Design: three-span bridge with approach ramp under 5% grade, steel/concrete construction, 18'-wide bridge deck **Use:** pedestrians, bicycles, equestrians **Jurisdiction:** City of King City, City of Tualatin **Length:** 330'-long bridge plus 200'-long north side ramp **Cost:** $3,844,000 **Priority:** near term	Bridge crosses the Tualatin River west of the power corridor; north approach ramp to be built within power corridor; north ramp on piers to avoid impeding floodwaters; connects to Ice Age Tonquin Trail and Tualatin River Greenway Trail on south side of river and to Segment 1 and King City Community Park on north side; wildlife habitat features are to be included in bridge design.
1B Tualatin River crossing to SW Beef Bend Road	
Design: asphalt, 10' to 12' wide, up to 5% grades; soil with gravel, 6' to 8' wide, up to 5% grades. **Use:** pedestrians, bicycles, equestrians **Jurisdiction:** City of King City **Length:** 0.74 mile **Cost:** $3,153,000 **Priority:** near term	Within power corridor; two parallel trails – one paved multiuser, one equestrian; relatively flat corridor, no switchbacks required; one wetland crossing requiring boardwalk; trailhead at King City Park; prairie restoration with wetland enhancement and restoration.

See trail plan maps: https://www.ci.king-city.or.us/king_city_projects/westside_trail_segment.php#outer-2096

Testimonio en Apoyo al Financiamiento Regional para el Proyecto de Tránsito y Seguridad de la Carretera TV

Buenos días, presidente González y miembros del comité, mi nombre es Maria Rodríguez Cuamatzi. Soy embajadora comunitaria en la ciudad de Beaverton por parte de Unite Oregon y he vivido en esta comunidad por más de 15 años. Hoy estoy aquí para expresar mi fuerte apoyo al financiamiento completo del Proyecto de Tránsito y Seguridad de la Carretera Tualatin Valley, también conocida como TV Highway.

Durante el último año, he tenido el privilegio de participar en el desarrollo de comunicaciones para la Estrategia de Desarrollo Equitativo para la TV Highway, un proyecto que busca asegurar que las decisiones de infraestructura se tomen con la participación activa de las comunidades que históricamente han sido excluidas. Hemos recibido entrenamientos para poder involucrarnos en la abogacía, para poder ser un megáfono para nuestras comunidades a lo largo de la autopista.

Muchas personas en nuestra comunidad—especialmente inmigrantes, trabajadores esenciales, familias de bajos ingresos y personas mayores—dependen del transporte público a lo largo de esta carretera. Este proyecto no solo mejorará el acceso al tránsito, sino también la seguridad, la experiencia del usuario y la confiabilidad del servicio. Se trata de tener aceras seguras, cruces accesibles, paradas de autobús dignas y un sistema de transporte que realmente funcione para todos nosotros.

Pido que se aprueben los $30 millones solicitados por TriMet para este proyecto. La propuesta asegura una inversión completa para que este trabajo tenga el mayor impacto posible y verdaderamente refleje las necesidades de nuestras comunidades.

Gracias por su tiempo y por considerar esta inversión tan importante para el bienestar de quienes vivimos y transitamos por esta región.

~Maria Rodríguez Cuamatzi

From: Jill Rundle
To: Trans System Accounts
Subject: [External sender]Testimony to Support Sunrise Gateway Corridor/Highway 212
Date: Monday, April 28, 2025 11:47:10 AM
Attachments: image003.png
image005.png
image008.png
image009.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning,

I live, work, and spend meaningful time in the Sunrise Corridor. This is my community—it's where I raise my family, run my business, and invest my time and energy.

I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor / Highway 212 project. This is not just a transportation upgrade—it's a once-in-a-generation opportunity to transform a region that has waited far too long for real investment.

For decades, the people of Clackamas County— have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning project captures that collective voice, and this project is the tangible next step.

This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve. It's about making sure our region grows in a way that's sustainable and inclusive.

The Sunrise Corridor is brimming with potential—it's a vital hub for future economic development. But that potential won't be realized without infrastructure that supports it. Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone: families, workers, developers, and local businesses.

This is a win-win for our community and for Oregon. I urge you—with deep conviction—to support the Sunrise Gateway Corridor project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

Thank you for your time,
Jill Rundle

Jill Rundle
Controller
Direct: (971) 361-3888
Mobile: (503) 939-1373
Main Office: (503) 775-7755
11401 SE Jennifer St
Clackamas, OR 97015
www.milesfiberglass.com

Testimony in Support of Regional Funding for the TV Highway Transit and Safety Project

Good morning chair Gonzalez and members of the committee, my name is Juan Pedro, and I'm a lifelong resident of Hillsboro, Oregon. I'm here today to voice my strong support for funding of the TV Highway Transit and Safety Project, which is currently being considered for $28 million in regional funds—which is just short of TriMet's $30 million request.

For almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equitable Development Strategy, working alongside passionate community members and community based organizations to ensure that future development reflects the needs and voices of those who live, work, play and travel along this corridor—particularly those who have historically been excluded from infrastructure planning and decision-making spaces.

The TV Highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day. This project represents more than just infrastructure—it's about safety, dignity, and access. It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

By fully funding this project, you are helping ensure that improvements to the corridor are equitable, community-driven, and responsive to the lived experiences of those who know it best. Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future.

I urge you to allocate the full $30 million requested. Let's not fall short of a transformational opportunity for our corridor—and our community.

Thank you for your time,

Juan Pedro Moreno Olmeda

From: Trans System Accounts
To: Summer Blackhorse
Subject: FW: [External sender]Sunrise/Gateway/212 Project Testimony
Date: Tuesday, April 29, 2025 12:25:30 PM

Looks like a comment.....

Thanks,
Jess

-----Original Message-----
From: gerry murphy <earlyriser43us@yahoo.com>
Sent: Tuesday, April 29, 2025 9:06 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise/Gateway/212 Project Testimony

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Dear Project Committee,

You are asking for my opinion on this project;

You are not addressing what should be the number one priority in my opinion. The most dangerous intersection on Hwy 212 just east of your project.

The intersection of Hwy 212/ E Foster Rd/E Sunnyside Rd.

This intersection is primitive and being overlooked. The options are not easy today and will be even more difficult as time goes on.

As growth happens, as Urban Growth Boundaries expand, we still have this choke hold on efficiency and safety.

This project will only improve transportation into the most dangerous and overlooked intersection on Hwy 212.

Make this intersection priority #1.

Sincerely,

Gerald Murphy
Rhododendron, OR 97049

Sent from my iPad

From: Michael Walter, AICP
To: Trans System Accounts
Subject: [External sender]Sunrise Community Visioning Project/Hwy. 212-224 (Rock Creek Junction) RFFA applications
Date: Monday, April 28, 2025 1:40:53 PM
Attachments: image001.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Greetings,

Per comments and testimonials submitted at many public meetings – please also consider my written testimony in support of these critical grant applications for projects in Clackamas County. The impact of a failing intersection (Rock Creek Junction) and the greater Sunrise Community Visioning Project for the future of community connectivity, housing and economic development in the greater Happy Valley area is of paramount concern to the City of Happy Valley, Clackamas County, and the regional multi-modal transportation system in this is part of the Portland metropolitan area.

Regards,

Michael D. Walter, AICP | Economic & Community Development Director
O: 503-783-3839 | M: 503-886-8439 | happyvalleyor.gov

This e-mail is a public record of the City of Happy Valley and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

From:	John Charles
To:	Trans System Accounts; Naomi Inman; Karen Rue
Subject:	[External sender]Comment on proposed bond
Date:	Wednesday, April 30, 2025 4:49:47 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Councilors:

I am writing to submit a brief comment on the proposed transit bond.

First, debt is not a desirable way to pay for capital projects. By borrowing against future funding, Metro will incur debt service that will cannibalize future revenue. There is no immediate crisis that requires such action. Metro and its partner agencies should learn to live within their means.

Second, most of the proposed projects are seriously flawed. Transit in general is losing market share and TriMet in particular is in a financial death spiral. There is no reason to plan for expansion when operating costs are skyrocketing and ridership is in decline.

Telecommuting is a permanent new feature of the workplace and there is no reason for transit agencies to fight it. In most respects, telecommuting is a good thing and we should encourage more of it.

In addition, the success of unsubsidized transportation network entities such as Lyft and Uber has fundamentally changed the market. Many people prefer on-demand, door-to-door service, which public transit districts do not serve. People who have become regular customers of ride-sharing companies will not be returning to TriMet regardless of how much public money you pour into shiny new projects.

Most of the projects being proposed within the bond are flawed and not worthy of public funding. For instance, the 82nd Avenue project "vision" statement on pages 18-19 of the PBOT project summary document states that "the vision maintains two travel lanes in each direction", but also includes "potential transit priority lanes."

Those two concepts are in conflict. If you have one you can't have the other. But the PBOT preference is clear from the graphic on page 18, which shows only one thru lane in each direction as the transit priority lanes force drivers to make right turns. This is clearly going to be a "bait-and-switch" that will result in massive congestion and diversion, with the transit lanes being under-utilized most of the time.

It also seems apparent that the new Burnside Bridge will result in a subtraction of lane capacity for motor vehicles in favor of a busway. The notion that we will spend close to $1 billion to build a new bridge that actually makes congestion worse is indefensible. TriMet ridership is in decline and there is no reason to think it will come back. The new bridge should be planned for the travel patterns we have, not the ones planners dream of.

Finally, there is no reason to extend the moribund Streetcar system to Montgomery Park. The Streetcar is a low-speed, low-capacity, high-cost mode that became obsolete more than 100 years ago. Try and learn from experience and cancel any more public funding for this urban relic.

I appreciate that Metro's public involvement on this project has been far superior to that of the Portland School Board on its much larger bond proposal of $1.83 billion. But the substance of Metro's bond concept is lacking and should not be advanced.

Sincerely,

John A. Charles, Jr.
President & CEO
Cascade Policy Institute

Oregon Environmental Council

oeconline.org | 503-222-1963 | @oeconline

Testimony to the Joint Policy Advisory Committee on Transportation
re: 2028-30 Regional Flexible Funding Allocation

April 30, 2025

Kristopher Fortin Grijalva, Transportation Program Director
Oregon Environmental Council

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance equitable, innovative, and collaborative solutions to Oregon's environmental challenges for today and future generations.

Re: Oregon Environmental Council Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear Co-chairs Gorsek and McLain, Vice chairs Starr and Boshart Davis, and members of the committee,

Oregon Environmental Council would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in the Portland Metropolitan region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow local communities to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Transportation accounts for roughly 35 percent of Oregon's greenhouse gas emissions. One of the key strategies for Oregon to hit these targets is to reduce the miles traveled by gas powered vehicles, and a core component of this strategy is our transit system. Increasing easy and safe access to transit in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as

part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more climate resilient, reliable, and accessible for communities for decades to come.

Sincerely,

Kristopher Fortin Grijalva
Transportation Program Director
Oregon Environmental Council
kristopherf@oeconline.org

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Cedar Mill Better Bus and Access to Transit Enhancements Project

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

We are writing today in support of funding for the Cedar Mill Better Bus and Access to Transit Enhancements Project. For 150 years, Providence St. Vincent Medical Center has been providing high quality, award-winning health care. The emergency department at Providence St. Vincent Medical Center is the busiest in the Portland metro area, accommodating more than 90,000 visits per year. The hospital is both the local community hospital for the west side and a destination for patients needing our specialized care in areas such as cardiovascular disease, stroke, behavioral health and pediatrics.

Anticipating the need to serve more than 100,000 patients annually, we just completed a $45M project expanding and modernizing our Emergency Department, including additional treatment rooms and equipment, and enhanced safety and security measures. We understand these investments are necessary to provide the best care.

We believe investment in local infrastructure is an essential step towards developing sustainable urban environments. Not only will transit improvements along Cedar Mill and adjacent streets enhance mobility and accessibility for the entire community - including patients, caregivers, and emergency responders - it also aligns perfectly with Providence's commitment to environmental stewardship. Such improvements can significantly reduce traffic congestion, leading to decreased travel time and lower emissions, which benefit everyone.

Thank you for the opportunity to provide comment in support of the requested funding for this project.

Respectfully,



Raymond Moreno, M.D.
Chief Executive
Providence St. Vincent Medical Center

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Sunrise Corridor

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

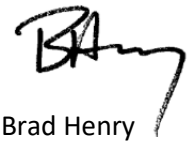
For more than a decade Providence has been participating in conversations with Clackamas County on the next phase of transportation improvements for Highway 212, commonly known as the Sunrise Corridor. For the past 16 months, Providence has had the opportunity to have a representative on the steering committee for the Sunrise Corridor Community Visioning process. Our director of land use and planning found this committee to be well informed, engaged with the community, and thoughtful. Providence is supportive of the planning direction that the steering committee recommended, and we are writing now in support of the $12.5 million funding request from Metro for the next phase of the project.

Providence has a long tradition of investing in the Happy Valley community. In 2009 we opened, Providence Medical Group – Happy Valley on Sunnyside Road where we offer family medicine primary care, immediate care, diagnostic imaging, and physical therapy services. In 2024, more than 29,000 patients were served by these clinics, many multiple times.

Providence also owns land adjacent to Nelson High School at 162nd and Highway 212 for future development. Over the years we have considered a variety of options for this property. With the current and projected growth of Happy Valley, we are excited to be looking at opportunities to increase access to primary care, ambulatory surgical services, and other outpatient medical services. Future plans for the property will be finalized once decisions about the Sunrise Corridor are made and we know exactly how the parcel is impacted.

Thank you for the opportunity to provide comment in support of the requested funding. We look forward to continuing to serve the Happy Valley community.

Respectfully,



Brad Henry
Chief Executive
Providence Milwaukie Hospital
Providence Willamette Falls Medical Center

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, April 7, 2025 11:34 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#314]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Yvonne Cannard
Email *	ycannard54@yahoo.com
Address	70360 Columbia River Hwy Space 1, 97048 Rainier United States
Your testimony	I think this whole project should be scraped...The streets should be first before any parks...Example, NW 23rd...from the exit street to the fremont to the 23rd street itself up past Good Sam is a path I have to drive and its running my shocks...Its so bad it can't be called a street anymore...use the money to fix this street...
Is your testimony related to an item on an upcoming agenda? *	No

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

There will be a quake.
All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts. They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.
--M'Lou Christ
former Belmont Neighborhood resident

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I believe the most important projects to fund are:
A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code- not cut corners.
So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.
B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside
is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.
This must be funded and construction started asap.
We have the money. Let's get going.

Dalia Renov
503. 539. 1754

Georgia Langer

From: Sam Friedenberg <samfriedenberg@yahoo.com>
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting $88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a $28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenberg
Portland, Oregon

Sent from my iPhone 503 502 9402

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult

Appendix C: Comment Received by Mail & Phone

Public comments on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

Appendix C: 2028 – 2030 Regional Flexible Fund Step 1A.1 Public Comments Received, Mailed Letters and Telephonic Comments

During the public comment period held for the 2028-2030 Regional Flexible Fund Public Comment, Metro received a total of zero (0) mailed in letters and zero (0) comments taken by phone or received by voice mail.

Appendix D:
Public Testimony

Public testimony on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds

May 2025

JPACT TRANSCRIPT

00:00:00.000 --> 00:00:09.000

Thanks, Ramona. All right. Good morning, everyone. Wonderful to see you. I'm going to begin our meeting by calling roll.

00:00:09.000 --> 00:00:13.000

Multnomah County Commissioner Shannon Singleton. Good morning. Washington County Commissioner Nafisa Fai.

00:00:13.000 --> 00:00:17.000

President, good morning.

00:00:17.000 --> 00:00:19.000

Present good morning.

00:00:19.000 --> 00:00:24.000

President, good morning. Let's see. Clackamas County Commissioner Paul Savas.

00:00:24.000 --> 00:00:26.000

President.

00:00:26.000 --> 00:00:33.000

City of Portland Mayor Keith Wilson. Cities of Multnomah County Mayor Travis Stovall Morning. Cities of Washington County Mayor Jeff Delane.

00:00:33.000 --> 00:00:39.000

Good morning, President.

00:00:39.000 --> 00:00:40.000

President.

00:00:40.000 --> 00:00:45.000

Cities of Clackamas County Mayor Joe Buck. Maureen. Odot, Ryan Winsheimer.

00:00:45.000 --> 00:00:51.000

Here, good morning.

00:00:51.000 --> 00:00:52.000

I'm here.

00:00:52.000 --> 00:00:56.000

Learning. Trimet, Sam D'Soux. Morning. Port of Portland, Curtis Robinhold.

00:00:56.000 --> 00:01:06.000

Good morning, President.

00:01:06.000 --> 00:01:09.000

Dq Ali Mirzakalili.

00:01:09.000 --> 00:01:10.000

President, good morning.

00:01:10.000 --> 00:01:22.000

Metro Council, Christine Lewis. Metro Council, Ashton Simpson.

00:01:22.000 --> 00:01:28.000

Good morning. Wsdot Carly Francis.

00:01:28.000 --> 00:01:31.000

This is to have them on Carly's behalf present.

00:01:31.000 --> 00:01:37.000

Oh, hi, Devin. Great to have you here. Devin is Carly's alternate.

00:01:37.000 --> 00:01:40.000

City of Vancouver, Mayor Anne McEnany Ogle. Morning. C-tran.

00:01:40.000 --> 00:01:45.000

Good morning, present.

00:01:45.000 --> 00:01:50.000

Leanne Caver.

00:01:50.000 --> 00:02:01.000

Okay, great. So, and I do want to acknowledge that Portland Councillor Angelina Murillo is here as alternate for Mayor Wilson.

00:02:01.000 --> 00:02:06.000

So welcome, Counselor. And I also got a message from Emerald Bogue.

00:02:06.000 --> 00:02:16.000

That is waiting to be let in. If staff can connect with Emerald. Okay, there she is.

00:02:16.000 --> 00:02:29.000

So before we start on public communications on the agenda, I do want to Remind folks that we have a public hearing scheduled for the regional flexible funds allocation proposals.

00:02:29.000 --> 00:02:39.000

For record keeping purposes, we're asking the public to hold their testimony on RAFA Step 1a and step two until the public hearing begins at 7.50.

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For all other agenda items, I'll ask Ramona to provide instructions on public communications.

00:02:45.000 --> 00:02:47.000

So Ramona, please.

00:02:47.000 --> 00:03:00.000

Thank you, Chair. If you have not done so in advance, please sign up to testify by raising the raise hand function In the reactions or more menus or dialing star nine.

00:03:00.000 --> 00:03:04.000

When it's your turn to testify, I'll call your name or phone number.

00:03:04.000 --> 00:03:09.000

For those on Zoom, click accept to be promoted to a panelist.

00:03:09.000 --> 00:03:13.000

Your Zoom window will close briefly before you rejoin as a panelist.

00:03:13.000 --> 00:03:19.000

You can turn on your camera if you like. Testimony is limited to three minutes.

00:03:19.000 --> 00:03:29.000

And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

00:03:29.000 --> 00:03:35.000

We do have some folks who have signed up to speak today.

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Great.

00:03:36.000 --> 00:03:38.000

And I'm going to start With...

00:03:38.000 --> 00:03:53.000

Ramona, is this for... Is this for regular testimony or for testimony regarding Rafa?

00:03:53.000 --> 00:03:54.000

Okay. Perfect.

00:03:54.000 --> 00:04:01.000

This is for just regular testimony on agenda items. And at the top of the item, the chair did specify to comment if you are speaking on RFFA items.

00:04:01.000 --> 00:04:06.000

Great. And the folks who have their hands raised are signed up to speak for RFA. So we'll just hold tight on that right now.

00:04:06.000 --> 00:04:12.000

I'm going to start with Councillor Brett Sherman, if I can find him here.

00:04:12.000 --> 00:04:16.000

Councillor Brett Sherman is speaking on behalf of Brefa. Olive.

00:04:16.000 --> 00:04:20.000

Oh, we've asked him to wait. That's right. All of those folks have waited.

00:04:20.000 --> 00:04:25.000

I'm going to start calling on the people whose hands are raised.

00:04:25.000 --> 00:04:26.000

I'm going to promote. Those are all Rafa folks.

00:04:26.000 --> 00:04:30.000

Those folks are also speaking on behalf of RAFA.

00:04:30.000 --> 00:04:46.000

Okay, go ahead and put your hands down if you're speaking, if you're here to speak on Rafa, please Leave your hand up if you're here to speak on something other than Rafa that's on the agenda today.

00:04:46.000 --> 00:04:51.000

All right. I'm promoting to panelist Amy Ferrara.

00:04:51.000 --> 00:04:56.000

Ramon, I think we also have Bob Hastings with us here.

00:04:56.000 --> 00:05:00.000

Hi, Bob. Are you here to testify or are you here as an alternate? Sorry, I'm not sure if

00:05:00.000 --> 00:05:03.000

I'm here to testify for Rafa.

00:05:03.000 --> 00:05:11.000

Okay. We're holding testimony for Rafa at 750, so apologize for the logistical mishap here.

00:05:11.000 --> 00:05:16.000

Hi, Amy. Thank you for joining us this morning.

00:05:16.000 --> 00:05:23.000

Hi, and I apologize if this is correct or not correct, but I want to testify or on behalf of the Sunrise Corridor.

00:05:23.000 --> 00:05:24.000

Is that? Sorry about that. Okay, okay.

00:05:24.000 --> 00:05:31.000

Yeah, that's held for 750. Sorry about that. That's okay. No, thank you for your patience. We'll hear you soon.

00:05:31.000 --> 00:05:37.000

All right, Chair, it doesn't look like anyone is signed up to speak on any other agenda items.

00:05:37.000 --> 00:05:51.000

Okay. Thank you. Thank you, Ramona. See no further testimony on open items. I will close this public hearing. And a reminder that we will have A hearing for RFFA at 7.50.

00:05:51.000 --> 00:06:19.000

I will ask staff, I think Ted is joining us to provide an update on safety in fatal crashes on our system since our last meeting.

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Wonderful. I did see Ted put his hand up.

00:06:33.000 --> 00:06:42.000

There we go. There we go. Okay. I see myself now. Good morning, everybody. Ted Liebold, Transportation Policy Director with Metro.

00:06:42.000 --> 00:06:49.000

Each month, we acknowledge the people killed in traffic crashes in Clackamas, Multnomah, and Washington County since our last meeting.

00:06:49.000 --> 00:06:56.000

We do this to remind ourselves of the impact of our work on transportation and the lives of the people in our community.

00:06:56.000 --> 00:07:05.000

Whereas we have been reading the names of people killed. That information is no longer available from the ODOT crash and analysis and reporting unit.

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But we will continue to share the age of the victims and the locations of the fatal crashes each month.

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Since our last meeting, at least 11 people have died in a traffic crash.

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We have a person aged 40 driving in Clackamas County. Vehicle passenger age 32 in washington county a person age 29 driving in Clackamas County.

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A person driving in the city of portland a person driving in Clackamas County.

00:07:38.000 --> 00:07:57.000

A person age 67 driving in Multnomah county a person age 39 motorcycling in washington county A person aged 86 walking in portland a person age 69 walking in Hillsborough.

00:07:57.000 --> 00:08:02.000

A vehicle passenger aged 45 In Clackamas County.

00:08:02.000 --> 00:08:15.000

And a vehicle passenger in the city of Gresham. Thank you, Chair. That's our report for today. Oh, sorry. We have another slide. Next slide, please.

00:08:15.000 --> 00:08:26.000

It is helpful to remember that the actions we are committed to to prevent future traffic crashes and deaths our safe streets, safe speeds.

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Safe people, safe vehicles, and post-crash care. Next slide, please.

00:08:35.000 --> 00:08:43.000

And Georgia or Ramona will add web links for the following information about this month's safety projects to the Zoom chat.

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That you can click on for further information. We're going to highlight three of those today.

00:08:49.000 --> 00:08:54.000

The Portland Bureau of Transportation has activated seven new signalized crossings.

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Including new full traffic signals, pedestrian hybrid beacons, and rapid flashing beacons.

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Most of these locations were identified through Safe Routes to Schools outreach to improve access to 12 local schools.

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With funding from Portland's Fixing Our Streets, system development charges. And cannabis tax revenue.

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The Portland Police Bureau and law enforcement partners conducted a four-day high visibility traffic enforcement mission over St. Patrick's day weekend through the Metro Area Traffic Enforcement Collaboration.

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Resulting in 1,200 traffic stops. 730 citations, 85th and 85 arrests, including 58 impaired drivers.

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This collaborative effort is part of an ongoing Vision Zero effort to eliminate traffic fatalities throughout the region.

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And finally today, the Oregon Department of Transportation is installing new rectangular rapid flashing beacons at three high priority locations on Southeast Boulevard in Portland.

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Tualatin Valley Highway in Aloha. And Hall Boulevard in Tigard.

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Each project includes enhanced lighting. High visibility striping.

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Upgraded Americans with Disability Act curb ramps and other complementary safety improvements.

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And construction is underway at all locations. Also in the chat, we've provided additional information for five additional safety projects focused on focused on safety.

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Thank you, Chair. That's our report for this month.

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Thanks, Ed. Commissioner Fies, your hand raised for this section. Do you have a question?

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Yeah, I did. Sorry, I raised earlier and then it was accident that time, but this one, I do have a question for the presenter. I was wondering.

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If you could go back to the first slides of the people that were killed in our roads, there was an identified person At the age of 32 that It said in a vehicle where the different categories were a passenger, driver, walking. So I wasn't sure

00:11:04.000 --> 00:11:21.000

Did you get that information from the entities that record these data or Or it's just we just don't know that the person was killed by a car or They were in the car like how do we disaggregate that piece of this just caught my attention and i appreciate

00:11:21.000 --> 00:11:36.000

Also, while this is really sad data that we present, I appreciate the the improvements we made to this process to follow up with some of the crucial safety elements that are being implemented in our roads to save lives. So I do want to recognize that piece.

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But just for my own edification, I was wondering if you could just elaborate what in a vehicle.

00:11:43.000 --> 00:12:08.000

Yeah, so the data comes from the Oregon Department of Transportation Analysis and Crash Unit, which combs through the police reports and reports from follow-up reports from hospitals and uh such places when it says in a vehicle, we're interpreting that to mean there was a passenger in the vehicle as opposed to the driver.

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And if they're a driver that is identified driving there on the slide.

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Is that helpful in terms of what you were asking about?

00:12:16.000 --> 00:12:23.000

Yeah, so we just don't know if they were the passenger driver they were just part of the occupancy in the vehicle.

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Is that how we're? Okay. Okay, thank you.

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Correct. Yep.

00:12:28.000 --> 00:12:31.000

Commissioner Savas?

00:12:31.000 --> 00:12:44.000

Yeah, thank you. It seems appropriate. I just want to um share with you in my tenure and even recently, which is why I'm bringing this up today, is that some of the emergency responders that I know in parts of the county

00:12:44.000 --> 00:12:50.000

That respond a number of these accidents, whether they're fatalities or whether they're just injuries.

00:12:50.000 --> 00:12:57.000

Either way, they can be life changing. So I don't want to diminish the fact that injuries are not important.

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But I do want to point out that you know, I want to thank ODOT for addressing and evaluating some of these accidents that happen and you know You know, Ryan, you're here with us today, but I want to point out that there are improvements being made in certain areas where accidents and fatalities have happened.

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And we had one corridor in South County that, you know, ODOT and the Oregon State Police helped put a safety corridor in place. However, some of these accidents are elsewhere and we are seeing urban level traffic, congestion.

00:13:33.000 --> 00:13:48.000

And frankly, a little frustration apparently he's like emergency responders say that with people trying to, when you have bumper to bumper traffic going out to a rural city, people lose their patience and they try some more aggressive moves. I don't know. I'm not saying that's the cause of these things because I'm not

00:13:48.000 --> 00:14:07.000

To the investigations. Some of these things, but I just want to let people know that we are doing everything we can with our resources in areas that have the highest incidence and we are cash constrained, but we are spending a lot of money on Stafford Road, which is mitigating diversion and spillage off the interstate.

00:14:07.000 --> 00:14:19.000

And in South County, where some of these accidents are listed today, we have unique problems where there's only one way and that's what that's a rural highway that happens to be owned by the state. And if it's our responsibility, we get behind it as well but

00:14:19.000 --> 00:14:28.000

Just want to point out that we are seeing urban level congestion and traffic and instances on our rural roads.

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Thank you.

00:14:31.000 --> 00:14:36.000

Thanks, Commissioner. Yeah, lots of safety needs, a lot of transportation needs for sure.

00:14:36.000 --> 00:14:48.000

I'm going to ask Allie Holmphist to join us now to present on the transit minute. Transit is also one of our major priorities here at JPACT and for the region.

00:14:48.000 --> 00:14:54.000

And we want to see how we're continuing to support the return of ridership.

00:14:54.000 --> 00:15:22.000

And those outcomes so far. So Ali, if you could join us.

00:15:22.000 --> 00:15:32.000

Thanks, Georgia.

00:15:32.000 --> 00:15:38.000

Great. Thank you very much. So today in the Transit Minute, next slide, please.

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In February, we had almost 5.5 million rides in the Metropolitan Statistical Area.

00:15:45.000 --> 00:15:49.000

You'll probably notice from the graph that's a little bit less than we saw last year.

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But last February was a leap year. So if we adjust that to be a little bit more typical, next slide, please.

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You get a trend line that looks more like this. Oh, sorry, previous slide.

00:16:01.000 --> 00:16:12.000

Yes, two graphs. So it's just a little bit lower that we saw this February due to that severe winter storm that caused some school closures and travel advisories.

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Now, next slide, please. And for transit news, I just wanted to highlight some resources available through our Better Bus program.

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Trimet and Metro have developed a map showing the transit route segments experiencing the most delay, which you can see are all over the region in this snapshot.

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And that's paired with a toolkit providing a menu of solutions for improving speed and reliability through infrastructure in the road.

00:16:38.000 --> 00:16:51.000

Washington County is a great example. They included many of these sites in their countywide transit study. And so with so many jurisdictions doing transportation system plan updates, it's a great time to be thinking about this as part of planning.

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So thank you very much. That is the Transit Minute.

00:16:55.000 --> 00:17:06.000

Thanks, Allie. Truly a minute. Mayor Delane and then Ryan.

00:17:06.000 --> 00:17:07.000

Yeah, yeah, I can hear you.

00:17:07.000 --> 00:17:13.000

I think I got all my mutes off. Okay, good. I can't let it pass, Ellie. You cut us off the map again.

00:17:13.000 --> 00:17:28.000

And I think East County might, if they might say the same thing because they're cut off the map with the legend so If you guys could consider that if including the west counties and these counties in

00:17:28.000 --> 00:17:30.000

Thanks, Mayor. Ryan.

00:17:30.000 --> 00:17:49.000

Thank you. Just going back to safety for a moment, and I appreciate Commissioner Fire's point in trying to understand the safety data that's presented. And it's just at such a high level. And I appreciate that the the information that you're sharing. I don't know that it's appropriate to really share at a different level.

00:17:49.000 --> 00:17:57.000

For this type of a form, but it is sometimes challenging to know a lot of the detail that happens on some of these.

00:17:57.000 --> 00:18:11.000

I know here at ODOT, I just want to share, as Commissioner Savez pointed out, in particular as it relates to pedestrian and bicycle fatalities, we have our vulnerable crash user response team that evaluates those within 30 days.

00:18:11.000 --> 00:18:22.000

I evaluate every one of those independently with them and go over the data. We talk about safety improvements. And I'm sure local jurisdictions have similar processes for what's going on on their facilities.

00:18:22.000 --> 00:18:43.000

And the responses to those. And it might be at some point something that we want to spend some time thinking about In terms of an agenda item, just to come back and share Some of the things that we have done as a result of those, some of the information we've shared, and maybe also some of the how we classify those fatalities that you're seeing up there. And I just bring up one.

00:18:43.000 --> 00:19:03.000

We had a fatality recently on I-84 that was uh coded as a fatality as a pedestrian. It was someone changing their tire that their vehicle was struck as they were changing their tire and that gets coded as a pedestrian. And so sometimes it's hard to tell exactly what's happening on these things unless you really dig into the data and understand it.

00:19:03.000 --> 00:19:12.000

I appreciate that we have this time and that we do recognize what's happening out there. But if you really want to dig in and understand that.

00:19:12.000 --> 00:19:25.000

What's happening on some of these. I do think that would be useful. One of the things that strikes me is, again, how often we're seeing alcohol speed And some of the other factors that lead into some of the safety issues that we're seeing and

00:19:25.000 --> 00:19:53.000

What steps can we take as an organization at JPAC and Metro and how we think about our safety dollars, how we're applying those for a number of programs that Metro, ODOT, the cities and counties are supporting today, and how do we make sure that we're maximizing the efficiency and effectiveness of those programs to really help tackle some of these things that are really more serious than I think any of us think about unless you're really staring at that data and you recognize how often these factors are

00:19:53.000 --> 00:19:55.000

Part of what's happening out there. Thanks for just allowing me to talk about that for a minute.

00:19:55.000 --> 00:20:07.000

That's right. Of course, thanks. And Mayor Delane, I do want to say we've had a lot of great chat already in the meeting, but please, if you could keep it brief.

00:20:07.000 --> 00:20:14.000

Yeah, first I want to thank Ryan, acknowledge his group for putting out these rapid flashing beacons.

00:20:14.000 --> 00:20:18.000

I think they do really give us an opportunity to try to make a difference.

00:20:18.000 --> 00:20:26.000

But I think also as I drive through our region and our area We need something more on education side.

00:20:26.000 --> 00:20:31.000

The number of times I approached the rapid flashing beacons in Forest Grove, Cornelius.

00:20:31.000 --> 00:20:37.000

Anywhere in Washington County. And have pedestrians crossing within half a block of them.

00:20:37.000 --> 00:20:42.000

That there's an educational element. I think it goes much to what Ryan was talking about, about bad choices.

00:20:42.000 --> 00:20:48.000

So we need to think about what we're doing about the education, help people understand the why.

00:20:48.000 --> 00:20:53.000

Why is it so important that they use these things? That's all I wanted to chime in. Thanks, Chair, for the indulgence.

00:20:53.000 --> 00:21:10.000

Of course. Right. Well, thank you to the staff for our regular presentations. I do appreciate the the level of interest in our safety and in transit and how we continue to make that better. That's the point of why we do these and why we continue to highlight them.

00:21:10.000 --> 00:21:16.000

So I think the conversation is very welcome. Some quick updates from me.

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First on the transportation package. As you all know, the Oregon legislature is contemplating a package In this 2025 legislative session.

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In preparation for the package and knowing that the region is more successful at achieving its priorities when we speak in one voice about the level of investment that we would like to see happen here in the region.

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You will recall that JPAC did develop a packet of regional priorities that we have been sharing in Salem.

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I ask that you please take a look at the memo in the packet for an update on the status of this work.

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Since staff has been just hard at work in Salem advancing these priorities.

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Another important update is We are hosting a special JPAC meeting next month.

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On Thursday, May 22nd. And this is going to be an online workshop.

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To learn more about the RFFA Step 1A projects. At our last meeting, folks had mentioned that they would really like to some presentation and discussion time.

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On each of the five projects that are presented in the scenario, whether that's Burnside Bridge or 82nd Avenue or Montgomery Streetcar Sunrise Corridor. So my understanding is that staff from each of those projects will have an opportunity to present and answer questions on projects.

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And that, again, is in response to requests from this body.

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And you should have received an invitation. So please make sure on your calendar that you let us know if you'd like to attend.

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Okay, so on to our consent agenda. We do have three items on the consent agenda.

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Commissioner Savas did inform me at the start of the meeting that he would like to pull one item from the consent agenda. So I want to look to Michelle and or Ted just to make sure that uh we procedurally here, we don't make any mistakes as to how I move this.

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Well, I could also just provide some clarification before asking Michelle about procedure.

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Okay.

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I think the issue that Commissioner Savas raised was raised by Clackamas County and smart transit agency regarding representation of transit agencies at JPACT. And that issue was raised as part of the US Department of Transportation's certification process of us as a metropolitan planning organization.

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And so at the time response to that was that once the USDOT reported back on our certification that we would then talk about that specific issue at JPACT, We did just receive a certification on Friday, and so Metro staff has been looking to

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Figure out when we could fit the report back to JPACT on that certification process into our JPACT agenda and was intending on Specifically addressing that specific issue as part of the report back so I don't know if Commissioner Savas, if you would be willing to

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Listen or hold off until we're actually prepared to report back on the whole certification process.

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And that transit representation issue that was specifically raised in that process.

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Commissioner Savas.

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Yeah, thanks, Ted. As I shared earlier with Chair Gonzalez, there was a commitment made by this group to bring this back to JPAC, us for a discussion and a resolution.

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So I appreciate the late information, but that does not negate the challenge that we have nor the commitment to resolve this and so You know, if I would like to pull it and follow through with our commitment to address it and not

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Not cause any further delay. We have a structural problem. You know, throughout not just here, but in other aspects of transit that we're trying to resolve and really frankly, it's on behalf of the citizens in the region who are paying for transit, who are not receiving service. So I think there's a

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Overwhelming commitment to meet the demands on behalf of those who are paying but not being served

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Okay, Commissioner. Looking at the Metro staff here so We do have three.

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Items on the consent agenda. There is a request to pull one.

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From the agenda for next meeting and so Looking at my agenda, we would move two items on consent which is Resolution number 25-5481.

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Which is a series of actions on the MTIP. And then also number two, the consideration of our meeting minutes for March.

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So if I could have a motion to move those two items on the consent agenda.

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Chair Gonzalez, I move to approve the consent agenda but withdraw item 4.2 and bring it back for further discussion.

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Okay, thank you. Can I get a second? Thank you, Commissioner.

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Second, I second.

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All right. All in favor, say aye.

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Bye.

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Right.

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I...

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Bye.

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Bye.

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Seeing no opposition. The motion passes unanimously. Thank you. And that item will return as a part of the presentation that Metro staff was planning to to bring at a future meeting. Thank you, Commissioner Savas.

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All right, now on to our discussion items, which includes uh the public hearing for the regional flexible funds public testimony hearing. Thank you to folks that have been patiently waiting for us to be able to get to this point.

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As folks recall. At the last JPAC meeting, we did refer a package for public comment a set of projects that could potentially be funded through through bonding a portion of our region's regional flexible fund allocation.

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Which we refer to as our FFA Step 1a One, the public parliament period also includes counties and cities applications for funding for projects to be funded through what is called Rafa step two.

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Today, we'll host a public hearing to gather input from the members of the public on projects identified And the step 1a1 bond and the local transportation products competing in the step two allocation process.

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Please also note that the agenda packet includes a variety of options for folks to share their thoughts on the process and the projects under consideration, including an online open house that runs through April 28th.

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And if you haven't looked at that open house It's really interactive and engaging on the internet. So I highly encourage folks to do that.

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So Grace is here to kick us off with this part of the of the presentation and agenda. Grace, I see you've joined us. I'll hand it off to you. Thank you.

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Thank you, Chair Gonzalez and members of JPACT for having me here this morning to introduce the 28 through 30 regional flexible fund allocation Public Testimony or public hearing opportunity.

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Just have a couple of short slides and then we'll hand it back over for Terry Gonzalez to open the public hearing.

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Next slide, please. So on March 26, Metro opened a public comment period for the 28 through 30 regional flexible fund new project bond proposal and the step two competitive allocation.

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The public comment period runs through April 30th, 2025. Members of the public are encouraged to participate and provide comment through the following formats.

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There's an online open house and survey on the regional flexible fund bond proposal, referred to as Step 1.1.

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An interactive map and survey on the step two applications received.

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Both of these surveys are also available in Spanish. Members of the public can also submit emails send us regular u.s postal service mail or pick up the phone.

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And lastly, there's today's public hearing. Next slide, please.

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So following the public comment period, Metro staff aims to compile the comments, identify the comment themes, and issue public comment reports for the bond proposal, as well as for step two in May in efforts to support the deliberations. These will be two separate reports.

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With the aim For JPAC and Metro Council to make a final decision on the regional flexible fund bond proposal and step two in July of this year.

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Next slide, please. And if there are any questions regarding the public comment or the regional flexible fund allocation in general, please feel free to reach out and contact myself. And with that, I will turn it over to Councilor Gonzalez.

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Thank you, Grace. So I will now open a public hearing on agenda item.

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2028, 2030 regional flexible fund allocation step 1a1 and step two of public testimony.

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Ramona, if you could please provide instruction on how the public can provide comment once again.

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And we'll ask folks too. Raise your hands and whatnot. Thank you.

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You chair. If you have not done so in advance, please sign up to testify by using the raise hand function in the reactions or more menus or by dialing star 9.

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When it's your turn to testify, I'll call your name or phone number.

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For those on Zoom, click accept to be promoted to a panelist.

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Your Zoom window will close briefly before you rejoin as a panelist.

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You can turn on your camera if you like. Testimony is limited to three minutes.

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And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

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If you know what projects you're specifically speaking about today. Please say that at the beginning of your testimony.

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I believe we have Councillor Brett Sherman. He's our first person to sign up today.

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Go right ahead.

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Thank you very much. And I'm actually pretty excited about having the full three minutes today. I really shortened it up kind of given where we've been in the past. So I maybe have an extra minute to chat with you guys. So I do appreciate that.

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Good morning, everyone. Char Gonzalez, committee members. Thank you for this opportunity to speak to you today.

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My name is Brett Sherman. I'm a Happy Valley City Councilor. I hold a number of committee responsibilities, including as an alternate for JPACT.

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And I'm here to testify in favor of funding the Step 1A Sunrise Quarter project at the full $12.5 million.

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And to advocate for the associated Step 2 Highway 212, 224 Sunrise Bike Ped Facilities and interchange improvements.

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There are a number of solid projects that are under consideration, and it is imperative that we structure our public asks in a way that validates we are spending public money wisely. None of my comments today are meant to disparage any of the other projects in the region.

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It is critical that we receive the full $12.5 million for Sunrise so that we can build on the momentum from the recently completed visioning and move this key corridor forward towards shovel-ready status.

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This project has been a regional priority for over 40 years, and an investment in this project demonstrates our commitment to making the region safer and more livable.

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Notably, they're related to 212, 224 interchange improvements will help to mitigate the risks of moving through what has been deemed a high injury corridor.

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In addition, it provides access to over 650 acres of buildable industrial and commercial lands And it lacks substantial affordable home building opportunities. It also benefits those who travel to and from the East, including commuters from Estacada and Sandy. So with that, I really do urge you to move these projects forward, and I appreciate today's time and consideration

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Thank you for allowing me to present.

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Thanks, Councillor Sherman, for coming.

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Next, we have Bob Hastings, and I'll be promoting him as a panelist.

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Hey, Bob, thanks for your patience.

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Good morning, JPAC committee, and thank you for the opportunity. I'm Bob Hastings.

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I am a member of the Citizens Advisory Design Group Serving for many years on serving earthquake ready Burnside Bridge project. And I just want to give you my endorsement of Multnomah County's request for funding through the funding for flexible funding process.

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The thing I wanted to emphasize for the committee is how engaged Multnomah County has been through this process.

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They um over 30 years of working on public works projects, mostly through trimet.

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They've learned a lot of lessons. From others bringing projects forward.

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It's an important project. It has had a lot of vetting.

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Both from citizens of all stripes and background areas. So I've been very impressed with the inclusiveness of Multnomah County on this process They've taken very seriously this opportunity.

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It's going to be a project that will be for an earthquake ready bridge not just serving the city of Portland, but the whole region from Gresham Providing traffic and transit.

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It also will provide a multimodal connections as well as good ADA connections for folks across the whole bridge.

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It's a project that's also going to provide a lot of economic development opportunities for folks in the city and the region.

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And in that case, those dollars that JPAC can provide will have a multiplier effect throughout the region. So with that, I'm not going to delve into the details But just an overall endorsement of their request. And thank you for the opportunity.

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Of course. Thank you, Bob.

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Okay, next we have Jill Rundle. Jill, I'm promoting you as a panelist.

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Good morning, panel. Thank you for allowing me to speak this morning. My name is Jill Rundle and I live, work, and spend meaningful time in the Sunrise Corridor.

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This is my community. It's where I raised my family, run my business, and invest my time and energy.

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I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor and the Highway 212 project.

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This is not just a transportation upgrade. This is a once-in-a-generation opportunity to transform a region that's waited far too long for a real investment.

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For decades, the people of Clackamas County have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning Project captures that collective voice and this project is the tangible next step.

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This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve.

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It's about making sure our region grows in a way that's sustainable and inclusive.

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The Sunrise Corridor is brimming with potential. It's a vital hub for future economic development.

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But that potential won't be realized without the infrastructure that supports it.

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Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone, families, workers, developers, and local businesses.

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This is a win-win for our community and for Oregon, and I urge you to support the Sunrise Gateway Corridor Project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

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Thank you.

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Thank you. The next person who has signed up to speak is Gary Woods.

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Thank you so much, Jill.

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Gary, I'm promoting you as a panelist.

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Showing up here.

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There it is. I think Gary, Gary's here now.

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Okay, I'm going to move on to the next person. Michael. There we go.

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Great.

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Gary, you should be able to come off mute.

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Good morning. My name is Gary Woods. Can you hear me now?

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Hi. Yep.

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Okay. My name is Gary Woods and I would like to comment on the step two application that King City submitted.

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Or the west side trail segment one project I've submitted a lengthy written document, so I'll just summarize my main points.

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Number one, the project asks for building three roads All of these roads will be stubbed until an indefinite time sometime in the future, likely several years.

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For one of these roads at least, it will be many, many years. This is not a responsible use of the grant funds.

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Number two, the owners of 30% of the property covered by this grant are not a minimal to selling the property to King City for this project.

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I live in the Edgewater HOA and I've talked with my neighbors And this is a very controversial project.

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Which has a high possibility of requiring eminent domain to acquire the property.

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Number three, the Westside Trail, as originally planned can be built without additional property being purchased.

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Number four, the roads and trails are not tier one projects as the grant application states they are tier two application they're tier two And number five, the incorrect version of the west side trail layout was submitted with the grant application.

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Thank you for looking at the documents that I sent in. I think 22 pages and for allowing me to speak this morning.

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Thank you.

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Our next testifier is Michael Walter, and I'm promoting michael as a panelist.

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Good morning. My name is Michael Walter. From the city happy valley's Economic and Community Development Director.

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I'd like to echo everything that Councillor Sherman said, and I'm speaking to the same projects on the Sunrise Corridor.

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I served on the project management team and at times the technical advisory committee And I'd like to break my testimony down into kind of two sections. One is first wearing my hat as my position, the Economic and Community Development Director, and advocate for the

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Projects and projects focused mostly on what Councillor Sherman spoke to about the industrial area.

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This is called the Rock Creek Employment Center in the City of Happy Valley's plans it's been planned and studied extensively for nearly 20 years. It would benefit quite a bit from the corridor no matter what parts of the corridor might be funded.

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It will eventually see benefits to economic development in that area.

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Strongly advocate for that. Then I'm going to put my other hat on which is resident.

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Near the corridor living just off of 142nd avenue And also for my mother who lives in Chatterbrook.

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Manufactured home community, which is also in the corridor. And here I'd like to focus on local residents observations about safety.

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As many people know, the corridor has high maybe not fatalities, but high accidents, as Councilor Sherman spoke to And we've witnessed several of them.

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Even just recently. And as the committee explored at the very beginning with the ODOT data on crashes and et cetera, a lot of times The reason that we have crashes and accidents is because of driver behavior or error.

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And sometimes It's also the road design.

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As it interacts with other roads and signals. And this is the case, I believe.

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With the existing Highway 212-224. And so only some of these infrastructure related improvements will really lead to increased safety.

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I'd like to strongly advocate for that as well. And thank you very much for your time.

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Next person is Zachary Luridson. Zachary, I'm promoting you as a panelist.

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Good morning, folks. Can you see me hear me? There we go. Awesome. Good morning. Hello, Zachary Lawretsen. I'm from Oregon Walks. We're a pedestrian advocacy organization. We also host the 82nd Avenue Coalition. It's nice to see so many of you friendly faces.

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As you finalize your RAFA funding priorities, I really want to lift up 82nd Avenue specifically. I know many of you know 82nd Avenue well, and I want to highlight just a couple of reasons why that is deserved.

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82nd Halves has decades of challenges. It's a high crash corridor. It's had decades of paving. So there's intense heat islands effects.

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The sidewalk network is incomplete, often inaccessible. Bus line 72 has, as you know from your packet and information, some of the highest delay of any line in the entire system.

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And yet, and this is what's so important and yet In the face of these challenges, Line 72 has the highest ridership of any line in the entire state.

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And our constituents along 82nd Avenue are voting with their feet that transit is critical, even in the face of these challenges, it's incredibly critical. So if there's ever a chance and ever a place to prioritize transit and investment in transit. It would be here on 82nd Avenue and

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There's momentum on 82nd Avenue. Your dollars from RAFA will be matched from other transportation agencies and other projects.

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The 82nd Avenue Coalition is working with jurisdictions all around the corridor, around workforce, around housing, around tree canopy, around depaving, childcare.

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Things that make 82nd Avenue robust and really investing in folks.

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I know you get more asks than there are dollars. But please, please, please prioritize 82nd Avenue as you go through that prioritization process.

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Thank you.

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Exactly.

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Next is Dick Davis. I'm promoting you as a panelist.

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Thanks. And also, I do want to acknowledge folks, you'll see that we've updated the timer to 90 seconds. We have about, I think, close to 20 more people scheduled.

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And to help guide us through the agenda, we do have items on the other side of this.

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That we need to complete by 930. Thank you in advance for understanding that we're shifting the time block to 90 seconds. Thank you.

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Dick.

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Thank you. I am the chair of Portland Streetcar. I am here today to testify in support of bond funding for Excuse me, for the Montgomery park streetcar extension Which brings with it tremendous economic development potential and private sector support.

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This project presents an opportunity to replicate past streetcar successes to build thousands of units of new housing.

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And create a vibrant, walkable neighborhood close to the central city.

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The Montgomery Park Streetcar Extension is currently in the federal project development phase, which means in the two years The next two years, it will be ready to request federal funding to start construction.

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Applying the RFA bond funding to the funding plan uh will uh fill a crucial gap in local match and ensure the project is a competitive candidate for federal construction.

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Funds and leverages nearly 30 million in private sector support for the project.

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I hope you will consider the climate smart transit connection and broad community benefits This regional support for this project will provide.

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Thank you.

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Thank you. Right on time.

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Foreign bowling is next. Lauren, I'm promoting you as a panelist.

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Lauren, you should be able to speak now. No, we cannot hear you.

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No.

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Sorry.

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I'm going to move to the next person. Lauren, you work on your your speaker there on your end and we'll get back to you.

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The next person. After Lorne is... Tyler Smith.

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Tyler, I'm promoting you as a panelist.

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All right. Good morning. Morning, commissioners, mayors, counselors uh I'm Tyler Smith. I'm the vice president of ironworkers Local 29 and the chair of our political action committee I'm... Wanted to talk to you today just to galvanized support for the earthquake ready Burnside bridge

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Um this I personally, this project is kind of personal to me because I worked on the burnside bridge as like a new journeyman right after finishing or apprenticeship in, I believe it was 2005 Possibly 2004 but It was pretty cool. We were doing like some uh

00:50:11.000 --> 00:50:28.000

Seismic upgrade projects and working kind of in the guts of the piers burnside bridge and we found old rivets from when the project was first built you know a hundred years ago ish And... It's an amazing... It's an amazing bridge.

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But we need a new one. We know that we're not going to have these bridges.

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Aren't built to last when the big one hits. By building a new bridge, we'd really uh it would invest a lot in the next generation. We have a robust apprenticeship program.

00:50:49.000 --> 00:51:03.000

That you know we're trying to bring in lots of Young folks, women young folks people from the BIPOC communities, veterans. Anyhow, I guess I'm out of time, but I'm just saying, please support this project in the future.

00:51:03.000 --> 00:51:06.000

And thank you for your time.

00:51:06.000 --> 00:51:11.000

I'm trying to get folks on here a little bit faster.

00:51:11.000 --> 00:51:16.000

Diana Helm, I tried to, there you are, Diana Helm you're next.

00:51:16.000 --> 00:51:27.000

Thank you. Good morning, Chair Gonzalez and the rest of the JPAC committee. I appreciate your time this morning. My name is Diana Helm and I have lived, worked, played, shopped, eaten.

00:51:27.000 --> 00:51:42.000

And lived my life here for 30 years now in the Sunrise Corridor. I'm the former mayor of Damascus, and I'm here today to strongly support the Sunrise Gateway corridor, Highway

212 project, not just as a transportation project, but as a means for economic development.

00:51:42.000 --> 00:51:48.000

Clackamas County is growing, but economic opportunity isn't reaching every part of the region equally.

00:51:48.000 --> 00:51:54.000

The Sunrise Corridor is poised for growth, but we need the right infrastructure in place to make that happen.

00:51:54.000 --> 00:52:08.000

We have waited decades, right, Paul? Decades. For real investment in safety and transportation, and this project reflects the voices of residents, youth, small businesses, and underrepresented communities.

00:52:08.000 --> 00:52:16.000

This project will open the door for more housing development by improving access and reducing barriers for builders.

00:52:16.000 --> 00:52:30.000

It will create better mobility for our local workforce, especially those without cars, and it will support existing residents by reducing congestion and improving access to major job centers in the Clackamas industrial area.

00:52:30.000 --> 00:52:38.000

Many of our residents work in retail, healthcare, logistics, and education, and they need safe, reliable routes to get to their jobs.

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This project expands bike, pedestrian, and transit access while easing traffic for others. This project will create improvements that will benefit people every day.

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And I urge you to support this whole project. I've been involved for many, many years and would love to see the funding go through on this. Thank you for your time.

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Promise no. You're next.

00:53:04.000 --> 00:53:13.000

Good morning, Chair Gonzalez and JPAC members. My name is Thomas Ngo. I'm here to urge full funding for the 82nd Avenue Transit Project.

00:53:13.000 --> 00:53:36.000

I live just a block away from 82nd Avenue in Montevilla and serve on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group I grew up a few blocks away and I experienced the corridor's challenges daily. 82nd Avenue runs from the airport to Clackamas Town Center, serving some of Portland's most diverse and historically underserved neighborhoods.

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And it's one of the city's most dangerous streets. It's part of more than a dozen vulnerable road users have been killed here in the last decade.

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Now, PBOT's done an inventory of all the specific issues along 82nd Avenue that need to be addressed. And there's a lot of work that needs to be done to make 82nd Avenue

00:54:00.000 --> 00:54:06.000

Thanks, Thomas. I think you dropped off.

00:54:06.000 --> 00:54:08.000

Okay, I think Thomas dropped off. Yeah, but thank you, Thomas.

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I think for him if he comes back.

00:54:13.000 --> 00:54:18.000

So we have jay jones

00:54:18.000 --> 00:54:19.000

Hey, Thomas. Sorry, I think you dropped off for a little bit.

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Thomas is right here.

00:54:22.000 --> 00:54:29.000

Do you want to wrap up? You're on mute. Sorry.

00:54:29.000 --> 00:54:30.000

Do we want to...

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Sorry. Yeah, I'll submit written testimony as well, but I urge you to fully fund the 82nd Avenue Transit project request.

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It's shovel ready. It aligns directly with RTP's goals for equity, safety, and mobility. And thank you for your consideration and leadership.

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Thank you, Thomas.

00:54:48.000 --> 00:54:53.000

I think Jasmine should be here. Jasmine, you're next.

00:54:53.000 --> 00:55:02.000

Hi, good morning. Thank you for having me. My name is Jasmine Ko and I'll also be speaking on the support of 82nd Avenue.

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I am the community programs manager. Verde has been serving communities, building environmental wealth for around 20 years.

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And we are currently a part of the 82nd Avenue Coalition along with Oregon Walks, Pano and Unite Oregon.

00:55:19.000 --> 00:55:40.000

We're very excited that the 82nd Avenue corridor is being considered to be a recipient of these funds. It is such an essential transportation hub for many of our community

members getting to school and to work and As Zachary mentioned, line 72 has the highest ridership of any route and we have heard firsthand from

00:55:40.000 --> 00:55:47.000

Youth and families that they are waiting for buses because they're full, especially during peak hours.

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Many of our community members don't have access to personal vehicles. So it is uh yeah a very critical project to invest in excellent transit.

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And we are also investing in housing being developed in Coley. And so this would be augmented and further support our greenhouse gas emission goals by connecting housing, jobs, and transit.

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Anyways, I understand that there are limited funds and a lot of competing projects, and so we are very grateful for your consideration in 82nd Avenue and not just for our community, but for the greater region that 82nd Avenue serves.

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All right. Thanks so much.

00:56:31.000 --> 00:56:37.000

All right, Chair, we're going to try Lauren Bowling again and see if they were able to get their tech working.

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Can you hear me? Okay, sorry about that.

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Ah, yeah.

00:56:39.000 --> 00:56:41.000

Yes. Horn.

00:56:41.000 --> 00:56:56.000

Chair Gonzalez and JPAC members. For the record, my name is Lauren Bulling. The Ironworkers Local 29 would like to express our continued strong support for Multnomah County's regional flexible funding allocation request for the earthquake Ready Burnside Bridge project.

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Funding this project will create a modern bridge that advances both multimodal transit and safety while also creating family wage jobs for our region. As a local, we represent more than 1,300 journey level workers and 250 registered apprentices across Oregon and Southwest Washington.

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And we are proud of our partnerships with community groups like Constructing Hope and Portland Youth Builders to open opportunities for historically disadvantaged Oregonians. And I would just add on to that, more than 30% of our registered apprentices are people of color, women, veterans, or some combination of these groups.

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On the multimodal component, the Burnside Bridge is used by three TriMet bus lines, line 12, 19, and 20, and this accounts for nearly 15% of the total bus ridership in the region.

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On a side note, we are also running Senable 7-Eleven in the Oregon State Legislature right now, which is looking to update statute.

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And allow the use of automated traffic cameras and highway work zones when workers are present. So traffic fatalities and safety on the roads is incredibly important to our membership. Again, we just asked for the consideration and support of the earthquake Ready Burnside Bridge, RFFA request, and thank you for your time.

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Mark Lineman, you're next.

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Thank you. My name is Mark Linehan. I'm a resident of Portland. I'm here in support of the Prescott Project.

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Which will build bicycling and pedestrian improvements on Prescott in Northeast Portland from Route 72nd Street to across the I-205 area.

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And the reason I support this is I am a bicyclist. I cycled that route fairly often. And the reason I cycle it is it's one of the few ways to get across I-205.

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In that part of Portland, the best alternative option or the only really alternative option is kink Killingsworth and that's just way so busy then it's not at all a good route.

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This Prescott connection connects two main high poverty areas in the city, Cully and Park Rose.

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So it's a way to address providing transportation by bicycle for populations that may not be able to afford cars. It also has complementary function with respect to the 82nd Street project.

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Because it connects to 82nd in both directions from east and west and provides a way for people in those areas to get to the proposed improved bus lines on 82nd.

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The other alternative that RFA funds is considering is one on Gleason street But Gleason Street has two alternatives. One is Burnside, which is just south of it.

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And the other is Halsey, which is a little messy but still there. Whereas Killingsworth is, I'm sorry, Prescott is the only one further north.

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So that's why I think it should be funded. Thank you.

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Jay Jones, you're next.

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Okay, good morning. My name is Jay Jones. I'm the president and CEO of the North Clackamas Chamber of Commerce.

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I'm here today as support for the Sunrise Corridor and the 212 project I represent the regional chamber of Commerce that supports businesses in Oregon City, Happy Valley, Gladstone, Milwaukee, and unincorporated Clackamas.

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I also live, work, play, spend time in the Sunrise Corridor, like Diana Helms does.

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Why does this matter? It matters because this is one of the busiest freight routes in the state.

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And one of the highest concentration areas for jobs in our region.

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We must invest now to support the intended growth of the surrounding areas to support a bright future of our regional economy And so that people in this part of the region have alternatives to driving by improving access to transit.

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Another note is happy valley It's the fastest growing.

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Large city in the state. The infrastructure to get people moving in that area.

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This funding would increase safety equity, access to jobs schools, services, economic development.

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Youth and education in parks and open spaces. Please fully fund the $12.5 million in funding for the Sunrise Corridor and the Sunrise Gateway.

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In the Highway 212 project So our community can move our community can move forward with investments we've been waiting for for decades.

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I rest back. Look, I made it. That's fantastic

01:01:39.000 --> 01:01:55.000

Amy Ferrara, you're next.

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Sorry about that. My name is Amy Ferrara and I'm here to support the sunrise 212 corridor. From 2006 to 2016, I worked along Highway 212 at Haven Spa and experienced what it was like for our vehicles and our hot tubs and things leaving and traveling along Highway 212.

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And since then, now I'm a mom of five. I have kids within the school district.

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They attend Taekwondo. One of my daughters works in the industrial park down on 212. And we've seen a significant change in the flow of traffic and how long it takes to get from one end to the other. I'm now in the real estate industry and see a full flood of folks moving into Happy Valley and Damascus areas and know that this project will be such an impact and very important on the growth of our local community. So I ask that you fully fund the

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Sunrise Corridor and Highway 212 project. Thank you.

01:02:55.000 --> 01:02:59.000

Thank you. And Todd?

01:02:59.000 --> 01:03:07.000

Hello, my name is Ian Todd. I am the vice chair of East Multnomah County Transportation Committee, as well as the City Councilor in the city of Fairview.

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And I'm here to offer support for the 223rd Avenue proposal.

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This actually dovetails and provides some synergy with already funded projects.

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That are happening that connect to it on Sandy Boulevard by Multnomah County.

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The project on Marine Drive and the main streets on Halsey project.

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There is a complete disconnect in bike lanes and sidewalks running from Halsey up north on 23rd.

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There is a fully funded safe routes to School project on the On the west side of that, that this would dovetail with and provide synergy.

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Blue Lake Park, which is a regional park at the north end of Fairview.

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Currently, there is no safe way to bicycle there. It is a high transit category.

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Corridor, it is also... an equity focus corridor And a lot of students need to be able to get down to Halsey and it is not safe.

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On either side. There is also issues with... a bottleneck where there is a undercrossing at the railroad that is being worked on.

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So we get a lot of bang for our buck regionally with this is how it fits with everything else we're doing. And I strongly urge funding for the 223rd project it will tie together and provide safety.

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Thank you.

01:04:37.000 --> 01:04:40.000

Thank you. Randall Friesen, are you here? Welcome.

01:04:40.000 --> 01:04:53.000

I am. Good morning, everybody. Good morning, Chair Gonzalez and JPAC members. Thank you for all you do to make improvements to our different counties throughout the Portland Metro and Southwest Washington area.

01:04:53.000 --> 01:04:59.000

My name is Randall Friesen. I'm from the Columbia Pacific Building Trades Council, and I'm here to speak about earthquake ready Burnside bridge projects.

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The Columbia Pacific Building Trades Council proudly represents over 20,000 skilled and construction trades professionals in the Portland metropolitan and Southwest Washington area.

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I'm here to express our full and enthusiastic support of EQRB's request of 25 million to find the optimal version of this vital project.

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The version that delivers the greatest public value. We are particularly proud that this project will be constructed using a project labor agreement, which will ensure the highest quality of work on time completion And adherence to the budget.

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This new bridge is far more than just a structure. It represents a significant investment in safer and more modern multimodal transportation facilities.

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It will serve all modes of transportation and crucially, enhance accessibility to the downtown core for all communities Especially those in traditionally underserved and disadvantaged.

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This includes essential improvements such as building ADA compliant sidewalks to connect with nearby transit stops.

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And social service providers, creating safer and better protected pedestrian and bicycle facilities directly on the bridge, preserving the existing dedicated bus lane, implementing permanent bicycle and pedestrian street improvements adjacent to the bridge, and strategically preparing the bridge for a future streetcar line.

01:06:12.000 --> 01:06:20.000

This multifaceted infrastructure project directly addresses several urgent community needs. And thank you for your time and consideration. Appreciate it.

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Thank you.

01:06:22.000 --> 01:06:35.000

I just want to quickly say Juan Pedro Moreno Almeida I have you signed up to testify and I see your hand is up. I've tried to promote you a couple of times and you've declined.

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I'm going to call up Sarah on her own. But one, Pedro, we'd love to try to get back to you. So we'll try one more time.

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Until then, it's Sarah's turn.

01:06:46.000 --> 01:06:54.000

Hi, good morning, folks. Thanks for the opportunity to weigh in here. I've been before you a couple of times as a TPAC member.

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And I just want to reiterate that I wish I had the luxury of parochialism right now, but I'm quite worried, honestly.

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We're looking at a statewide transportation package where I'm being told there isn't money for safety in part because we haven't been able to stand up regional tolling to pay for some major projects in the Portland metro region.

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I'm being told there isn't funding guaranteed for the safety programs that we're supposed to deliver next year because of the federal government.

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And I'm worried that we aren't able to operate with one voice as a region to set our priorities, be concise and be clear with the federal government that has no interest in supporting our proven solutions like capital transit projects.

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82nd Avenue, TV Highway. Portland Streetcar, which we know deliver catalytic returns on investment for people walking, biking, rolling who also depend on transit for housing delivery for jobs delivery, workforce development.

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I just want to say that I hope that we can remember why we have Metro beyond an MPO, why we invested in regional government.

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To think about projects that advance the interests of the whole beyond jurisdictional boundaries and really think carefully about leveraging every critical opportunity right now as we are faced with a challenging situation in the capital as we're faced with a challenging situation in DC,

01:08:21.000 --> 01:08:32.000

And really speak with one voice with clarity around our priorities now and to get us through the next couple of years. Thank you very much and I appreciate the opportunity to speak with you today.

01:08:32.000 --> 01:08:33.000

Thanks, Sarah.

01:08:33.000 --> 01:08:42.000

All right, Juan Pedro Moreno Almeida is here. And I believe the last one, if you are here to speak today, please raise your hand.

01:08:42.000 --> 01:08:43.000

Go right ahead.

01:08:43.000 --> 01:08:51.000

Good morning, Chair Gonzalez and members of the committee. My name is Juan Pedro Moreno, and I'm a lifelong resident of Hillsboro, Oregon.

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I'm here today to voice my strong support for funding the TV Highway Transit and Safety Project, which is currently being considered for 28 million in regional funds, which is just short of TriMet's 30 million request.

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Our $30 million request for almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equito Development Strategy, working alongside passionate community members and community-based organizations to ensure that the future development reflects the needs and the voices of those who live work, play and travel along this corridor, particularly those who have been historically

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Excluded from infrastructure planning and decision-making spaces. The TV highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day.

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This project represents more than just infrastructure. It's about safety, dignity, and access.

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It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

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By fully funding this project, you're helping ensure that improvements to the corridor are equitable, community driven, and responsive to the lived experience of those who know it best.

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Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future. I urge you to allocate the full $30 million requested. Let's not fall short of a transformational opportunity for our corridor and our community.

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Thank you so much for your time today. And I also did want to mention, I think there are a few other people that are looking to do testimony for specific transit and safety project. I'm not sure if they've gotten to raise their hands, but Maria Dolores, Maria Rodriguez, and Pee Wee Roginda, if you're here, please raise your hands. And thank you so much for being here as well.

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They see PoE and they will be next after, I think Mayor Lube, your hand is raised.

01:10:38.000 --> 01:10:40.000

Yeah. Hi, Mayor Lube. Thank you.

01:10:40.000 --> 01:10:46.000

Hi, everyone. Thank you so much. Good morning. My name is Heidi Lube. I am mayor of Tigard and also a JPAC alternate.

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I wanted to talk today and just express my appreciation for the RFFA process that has provided my community an opportunity to advocate for the critical connections that our service and for our residents and businesses.

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Our project, the North Dakota Street, which is also a Fano Creek Bridge Replacement Project.

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It's important as it's a key multimodal connector between neighborhoods and a response route for our first responders.

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The fact is this bridge is failing. If investment is not made by replacing the structure, it will be weight restricting, limiting its function for our emergency response route.

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The replacement bridge will be elevated to minimize flooding and reduce the environmental impact. It'll be constructed to current seismic standards, making it more resilient to shaking.

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The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle.

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And the new bridge will provide a multimodal link. Having trouble with that word today.

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Between residents and the regional trail system are Fano Creek Trail and the Washington Square Regional Center.

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We've been prioritizing this project for years and have been successful in securing a portion of the funding needed.

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But the $8 million request will allow the project to be successfully constructed.

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Mayor.

01:12:12.000 --> 01:12:17.000

Poa, you're next.

01:12:17.000 --> 01:12:18.000

Morning.

01:12:18.000 --> 01:12:27.000

Good morning. Good morning, Sharon, members of the committee. My name is PUnjinda and I work with unite oregon.

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We serve as the convener of the TB Highway Coalition, Equity Coalition.

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And for the past three years, I have supported his work in an administrative role.

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I'm also a regular transit writer who depends on the Tualatin Valley Highway corridor to get where I need to go.

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The TBA Highway Transit and Safety Project is one of five candidate projects Being considered for regional flexible funding TriMet has requested 30 million for the project and the current allocation proposal is for 28 million.

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This investment would improve transit access and safety, enhance the rider experience, and help make service faster and more reliable, something our communities truly need.

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I want to acknowledge that a project of this scale is complex, but over these past few years.

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I have witnessed a strong commitment from everyone involved, metro staff.

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Trimet, CAUTI teams, elected leaders, community-based organizations, and especially community members who've all come to the table with the shared goal of making these corridors safer and more accessible.

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So this is not just about infrastructure. It's about supporting the people who rely on this corridor every day. Immigrants, essential workers, low income families, and so many others So thank you so much for your time and for the continued leadership in supporting this work.

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Thank you.

01:14:06.000 --> 01:14:27.000

Next, we have Maria. Maria Rodriguez Kwamazi.

01:14:27.000 --> 01:14:48.000

Iciones de infrextructura. Muchas personas y nuestra comorida especialment integrationos ingresos y personas mayores.

01:14:48.000 --> 01:15:04.000

Dependent, they'll transport the publicual largo de esta cartera este proyecto no solo mejor a la accesual transitos y no temiles seguridad experiencia de los suario el a confiabilidad del servicio. Cetra de tener hacer a seguras.

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Todo nosotros. La propuesta segula.

01:15:17.000 --> 01:15:26.000

Universión completa para que este trabajo tengan mayor impacto posible pi verdoamente reflex necesidades de nuestras comunidades.

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Gracias por suit considerar este inversión tan importante paler bien estar queen es vivimos y transitamos por esta reggión.

01:15:40.000 --> 01:15:46.000

Okay, Maria Dolores Torres, I believe, is our last one. Please raise your hands if I have missed you.

01:15:46.000 --> 01:15:49.000

Go ahead, Maria.

01:15:49.000 --> 01:16:06.000

Buenos dias presidente gonzales y miembros del comiten. Pollo en que nos brinden el pre supuesto completo para las mejoras a nuestro tibijawei.

01:16:06.000 --> 01:16:15.000

Que abarca el condado de Washington. Esto nosaría mayor seguridad en inclusividad para todos.

01:16:15.000 --> 01:16:29.000

Redución de congregion y mejora del fujo vehicular. Superficiabial.

01:16:29.000 --> 01:16:37.000

Expansion de haceras mejor seña alamiento. Y connectividad de rutas desarroll urbanos tenible.

01:16:37.000 --> 01:16:43.000

Estos mejores son fundamentales para construir una comunidad más segura accessible resiliente.

01:16:43.000 --> 01:16:49.000

Gracias por su tiempo y prosidar esta solicitud I put this on English on the chat.

01:16:49.000 --> 01:16:50.000

Thank you.

01:16:50.000 --> 01:16:53.000

Gracias maniadolores.

01:16:53.000 --> 01:16:57.000

Mr. Chair, we have no one else signed up to testify.

01:16:57.000 --> 01:17:03.000

Thanks. I did see Christina Delgado had raised their hand and then they were here, but maybe they left.

01:17:03.000 --> 01:17:09.000

Ask them in both the panelists and attendees column. I'm not sure.

01:17:09.000 --> 01:17:10.000

But I don't see them. If you're here Please do raise your hand.

01:17:10.000 --> 01:17:14.000

Okay.

01:17:14.000 --> 01:17:19.000

Or if you're in the panelists, go ahead and speak up.

01:17:19.000 --> 01:17:20.000

It's okay. Okay, great. Thank you.

01:17:20.000 --> 01:17:23.000

I don't think they're here.

01:17:23.000 --> 01:17:33.000

Seeing no further testimony, I will close this public hearing. Thank you to all that made the time this morning to share your thoughts with JPACT.

01:17:33.000 --> 01:17:46.000

We sincerely appreciate that. You weighing in on these projects that can have such a big impact on our region and our communities and our neighborhoods. So it's sincerely appreciated.

01:17:46.000 --> 01:17:53.000

You have until the end of the month. To provide more input if you did not have the ability to testify today.

01:17:53.000 --> 01:18:02.000

And the agenda packet and a quick Google search We'll show you how you can give us more feedback.

01:18:02.000 --> 01:18:13.000

We're going to move on to our agenda. Because we had our public hearing and we had a long list of people waiting to engage with us.

01:18:13.000 --> 01:18:24.000

I want to bring back the the UPWP element, TED I think that you have something to share about that.

01:18:24.000 --> 01:18:41.000

Yes, thank you, Chair. So yeah, so we've pulled the UPWP item off consent agenda. So I wanted to just do a brief explanation of the UPWP and then have a community discussion before requesting action today.

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I think many of you are familiar with the UPWP is for the Unified Planning Work Program.

01:18:48.000 --> 01:19:04.000

What this document is, is description of our transportation planning activities across the region And it's purpose, it's federally required and its purpose is to be able to describe all the planning activities for the upcoming year.

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And make sure that we are coordinating across those activities as best as possible for efficiency and good communication and good planning.

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It is something that we need to submit to the Federal Highway Administration and Federal Transit Administration for their review and approval.

01:19:24.000 --> 01:19:42.000

We have been requested by them to submit that document earlier this year to give them time, a little additional time Given the staff cutbacks that they are facing in their offices and the potential additional review time.

01:19:42.000 --> 01:19:56.000

That may be. Required from the new administration and the new planning directives coming out of the new administration. So we're trying to comply with that request and get this document submitted to them.

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So it has been submitted for your approval today. Again, it is not a budget document. It does not allocate any new funds. It is really just a planning coordination document.

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So with that, maybe I'll just open it up to committee questions and discussion, and then we can Move on.

01:20:16.000 --> 01:20:20.000

Thanks, Paul. Thanks, Ted. Sorry. Commissioner Savas.

01:20:20.000 --> 01:20:38.000

Yeah, well, Ted, I appreciate your explanation. It does not change actually the issue before us. And even when it came back before this exact matter. It was basically shelved So I don't know how many years has gone by.

01:20:38.000 --> 01:20:51.000

Where this particular issue about transit representation has been I delayed, kicked, not really addressed. And I really believe, and I will go back to the minutes.

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If I need to, I don't think I have to. I think a number of us recall that this would come back for discussion, for resolution.

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And I don't set the agenda and I'm not being critical of the chair here.

01:21:05.000 --> 01:21:28.000

But if that was missed, then that's not That does not change the issue. The issue is really important for, you know, if you just listen to the public testimony, it's very clear that transit is a big component For a number of reasons, whether it's safety, it's climate, it's our goals as an MPO. And that to me is the relevant piece.

01:21:28.000 --> 01:21:37.000

So I respectfully request that we honor what we committed to do and follow through.

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Yeah, so again, I think I I think I tried to explain this earlier, Commissioner. I'll try it one more time.

01:21:43.000 --> 01:21:51.000

That issue was raised during the certification of the Metropolitan Planning Organization process.

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Which is a separate process from the look and review of the annual Unified Planning Work Program. So it has always been our intent as staff. We said that we would commit to bringing the issue back.

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When we reported back on the federal certification process. As I mentioned, we did just receive the report, the federal certification report on Friday last.

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And since receiving that, we have been in internal discussions about how to fit that report back into the JPAC report or JPAC work program.

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Since we now have that report in hand. And it is our intent to bring that issue up.

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When we report back on the certification process, which again is not the same thing as the unified planning work program.

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Ted, what is the the urgency for needing to approve the plan today. What happens if we're not able to approve the plan?

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Yeah, so the approval of the plan that we submit to USDOT or to Federal Highway Administration and Federal Transit Administration is that they must then review it and approve it before we are then eligible to receive our planning funds, transportation planning funds back to the region.

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And they, as I mentioned, requested a little more time this year for that approval process. If they don't approve it in time, then we can't enter into an agreement with Oregon Department of Transportation.

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And Federal Highway Administration to receive our transportation planning funds. And so we typically wrap that up and get approval of that IgA before the start of the fiscal year, which begins July 1st.

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And so if we delay and don't give them enough time to review and approve it.

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We could have a delay in actually having our transportation planning funds available to us.

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For the next fiscal year's work program.

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Thanks, Ted. So I think, Commissioner i think there's Do you recall the conversation that we had about having this conversation um what I'm hearing from staff is that we are having that conversation. That conversation will be had as a part of this

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Certification report and certification report part of our broader work plan and also part of how we are actively governing, I think, through this RAFA process as well. I think that's a an example of those lessons learned.

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And I think trying to think use the UPWP as a vehicle for that conversation i think there might be a misconnection, I think is what I'm seeing and so I would... hearing from the staff and the importance to have that plan approved, but also having a conversation that we will have

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I think that we can treat them as two separate items.

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But recognizing the importance to improve this. And get it to federal highways. But anyway, do you see you have your hand up and they would like to see if we could get this moving because we do have two more items.

01:25:00.000 --> 01:25:12.000

Well, Chair, respectfully, I just want to just bring us all back to And I don't have the exact dates, but I can easily provide that. But if you recall.

01:25:12.000 --> 01:25:30.000

When you sent, Chair, when you sent out that email to everyone with your issue that we should go through JPACT, before we signal anything or send a message to The UPWP, the FHWA, all the agencies involved here. On a matter like this.

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Basically, we were criticized for doing what a email from jpac staff weeks prior said an invitation to send in directly to UPWP to the fhwa That's submission so we followed Staff's advice and sent that that communication to them.

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Later, you send an email critical of us for doing that now And then we agreed to bring this back.

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Now we're told we're not going to bring it back. We're just going to submit it and approve it. So I'm sorry but there's a procedural issue here and we're not being consistent with what the messages from JPAC or Metro. I don't know which staffer

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Who's representing JPAC and who's representing Metro here, but I'm getting conflicting messages here.

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Commissioner, the matter that we discussed a few months ago was related to the MPO certification process.

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Not the UPWP. So those are different things. And what I'm trying to land and connect here. And I understand and i understand the process that we talked about and that we are going to see through at jpac here i see them as two separate things.

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The MPO certification process, as Ted has shared We are talking about it. It is coming to us.

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I'm sharing it, staff is sharing it. But the UPWP is not the MPO certification conversation that we talked about, which is also the nexus for for representation and how we make decisions around that.

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So I hope that you can get there with me right now on that.

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Chair, as I read the agenda there, exhibit b It says Metro 2025 self-certification for UPWP legislation i mean I, you know, I I'm struggling here.

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Okay. Councillor Lewis.

01:27:39.000 --> 01:27:50.000

Sure, thank you. I do believe that the connection here is that in order to have a UPWP And a body must be recognized.

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We are recognized now as an MPO thanks to the letter that came last week. Would this conversation be any different if we hadn't received that letter last week?

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That's... probably not the case because we would be going off of our previous recognition of status. So I think it is appropriate to move forward with UPWP But I do think that Commissioner Savas is bringing up that there is no scheduled

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Process for JPAC membership evaluation. So that's something that I commit to bringing forward to our agenda setting meetings and work with you, Chair, to make sure that I'm helping bridge the gap of that expectation because I think it will be a larger conversation.

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The question I have is UPWP was talked about at TPAC, and I'm curious if we could get a little bit more texture about TPAC did this connection to status come up at TPAC?

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And also I see Mayor McInery Ogle has a line item in the chat.

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So questioning if that edit had come up before and was dropped or if this is a new edit.

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I'm curious just how deep TPAC got into this discussion.

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Yeah, so... Oh, sorry, you want me to respond?

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Thanks, Councillor. Please go ahead, Tabia.

01:29:14.000 --> 01:29:32.000

Yeah, so some great points by counselor lewis um TPAC did recommend the UPWP as proposed, and it does include references to our coordination with the Southwest Regional Transportation Council.

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So it is relevant to the comments that Mayor McIner has put into chat, and I can get to those in just a moment.

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And it is, but as it is TPAC took this issue up.

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The UPWP, we had not received our certification yet. We don't know when the exact dates when we're going to get the certification.

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Back from USDOT, which is why we wait to actually schedule the follow-up conversation until we know we have it in hand and then we schedule up that conversation and report back on that.

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And the issues raised in that certification process. There is in the UPWP a section that talks about how we have responded to previous certification reports.

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In terms of how the planning work program has followed up on the recommendations in those reports.

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But this year's UPWP has not had the opportunity to respond yet to the new one, to the new certification, which is why there's no discussion in there at this point.

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So TPAC, again, approved recommendation of this document as is. Reporting back on our future planning activities, but also on the prior certification.

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But it is the normal process for us to when we get a new certification is to review that, review it with TPAC and jpac and address the issues brought up in it.

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And one of those issues will be this issue brought up by Clackamas County and Clackamount County agencies on transit representation. And so that will be scheduled that discussion will be scheduled as we report back this summer.

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Just one more item is that if we don't get approval of the UPWP, These are transportation planning funds not only for Metro, but for any agency that's receiving federal transportation funds in the region. So it would restrict our ability to actually get that

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Reporting back done and have those future conversations if we don't approve this year's UPWP.

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Thanks, Ted. So the I understand we've had a conversation on this.

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What I see is a very important need for us to approve the UPWP We're going to schedule a continued conversation certification, which is part of the plan And including the elements that Commissioner Savas has brought up and that also JPAC talked about, I believe, in December, if I remember correctly, or January.

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I do see hands up, Commissioner Savas and then Mayor Delane. And then I will ask for a motion.

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For us to approve the item that was pulled from consent. So Commissioner Savas.

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Yeah, I just want to point out that the recording of this meeting back then will show that staff And the chair made an obligation to bring this back this time this particular time of the year.

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You know, April, May. And here we are, and it had not come back.

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So the timing, now we're in conflict again. So the timing is not consistent with what we were told when this item was I'm committed to bringing back. So there's a lot of inconsistency here. I will be voting no.

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And I will take every step I can to elevate this.

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Thank you.

01:33:14.000 --> 01:33:18.000

Okay, thanks, Commissioner. Mayor Delane.

01:33:18.000 --> 01:33:43.000

Maybe you can share Commissioner Lewis mentioned the letter. Has there been some change in our status or question of our status of how our MPO is configured the necessity of the basically the jackpack Metro Council to come into concurrence for agreements on such items as the MPO?

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Thanks for the question, Mayor. Going to look to Tad for this.

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I'm sorry, Mayor, could you repeat the question one more time?

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Commissioner Lewis mentioned the letter. Has there been some change in our status My understanding is to form the MPO agreement, we have to have JPAC agree and Metro agree concurrently, right? It's kind of like a house and senate kind of thing. Is our status somehow changed on that? Is there something from this letter? I'm not aware of the letter, so I'm trying to understand if our

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Our duality relationship has changed. So can you expand on that at all?

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Yeah. Sure.

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So yes, the recommendation letter that did come in certifying our MPO process.

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And... And again, like I said, we received that on Friday. We're still digesting all of the recommendations and corrective actions that are included in it. And we'll be reporting back to you on those.

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But it has not fundamentally changed our MPO process or our JPAC Metro Council relationship in terms of that decision making.

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Okay, so we can proceed. Previously, it sounds like there's some It's spicy when you bring up the words corrective actions. So hopefully we can be brought into the loop as the JPAC reps to help understand this. Thank you.

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Yes.

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Yep. And that is our intent, yes.

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Yeah, of course. Thanks, Mayor. And I understand that there's there's this energy for this conversation around representation.

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Which I recall that conversation i don't i don't feel like I am in contradicting myself from what I've said in the past and if i am I would like to know that.

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But I do see the UPWP and this broader conversation around representation and the MPO certification process.

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As a much longer arc of a discussion that we're having.

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At JPACT. Using the UPWP per se in this kind of technical approval does not feel like the right area for me to to necessarily hold that up. And so I am hearing direction from my staff that this is important to approve today.

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And so I would entertain a motion from JPAC. And hope that we can get it moving forward on approval.

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And with a sequence of conversations following up to address the items that Commissioner Savas has raised on behalf of of his constituents.

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So I would entertain a motion. For resolution number 25 5466 for the purpose of adopting The fiscal year 2526 unified planning work plan and certifying that the metro area is in compliance with the federal transportation planning requirements.

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Stovemove, Stovall.

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Second, something.

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Thanks, Mayor. Thank you. Moved by Mayor Stovall and seconded by Councillor Simpson.

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Michelle, do we need to call roll here?

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Yes, that would be best. Thanks.

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Okay, great. I'm going to ask Ramona or Georgia to please call roll.

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I'll be happy to do that. Commissioner Singleton, are you still with us?

01:37:03.000 --> 01:37:04.000

Okay. I?

01:37:04.000 --> 01:37:08.000

I am I.

01:37:08.000 --> 01:37:09.000

Commissioner Fai. Commissioner Savas.

01:37:09.000 --> 01:37:13.000

Yes.

01:37:13.000 --> 01:37:15.000

No.

01:37:15.000 --> 01:37:24.000

Is Commissioner angelina marina with us still I think we've lost her.

01:37:24.000 --> 01:37:26.000

I'm sorry. Hi.

01:37:26.000 --> 01:37:27.000

Right. Mayor Stovall. Mayor DeLean.

01:37:27.000 --> 01:37:29.000

Thanks, Council.

01:37:29.000 --> 01:37:33.000

Bye.

01:37:33.000 --> 01:37:34.000

Mayor Bott. Ryan Winsheimer.

01:37:34.000 --> 01:37:35.000

Bye.

01:37:35.000 --> 01:37:43.000

Hi.

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Might have lost Ryan.

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Sam Basu.

01:37:47.000 --> 01:37:49.000

I...

01:37:49.000 --> 01:37:56.000

Emerald Abogue. Ali M Ezra. Oh, he's not here. Ali's not here, is he?

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Okay. Okay, yes. Thank you. I thought you'd dropped off.

01:37:57.000 --> 01:38:01.000

Amy.

01:38:01.000 --> 01:38:04.000

Councillor Lewis. Councillor Simpson.

01:38:04.000 --> 01:38:07.000

Hi.

01:38:07.000 --> 01:38:08.000

Hi.

01:38:08.000 --> 01:38:14.000

Levin Ruck.

01:38:14.000 --> 01:38:20.000

Devin, are you still with us? I see that in there.

01:38:20.000 --> 01:38:22.000

Okay. Mayor McInerney Ogle. Scott Patterson.

01:38:22.000 --> 01:38:28.000

Hi.

01:38:28.000 --> 01:38:29.000

Aye.

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Right. I believe that's everyone. And it passes.

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Thanks, Ramona. And thanks, everyone, for the conversation. Regionalism is something that we need to work on every single day and Those are the values that we commit to by showing up to jpac then That means that having hard conversations is an important part of that.

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And so I appreciate that. Commissioner Savas for continuing to voice what's important to you. And I think that we share that same level of interest in addressing those those items and for everyone for leaning into discussion.

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We will now move on to our Next item, which is federal surface transportation bill reauthorization Which will cover some of the initial regional priorities Betsy Emery is going to make a presentation Betsy was supposed to start around 835 and so

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It's likely that this conversation will be shortened. And we also had a TV highway lpa update which I think is probably being bumped as well, but it depends as to how this conversation goes. So anyway.

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Thank you, everyone. Yeah, I'll try to cut this down a bit in terms of my talking points. So we might just flow through a couple of slides.

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Georgia, I think, has the slide deck. It might be up. Oh, it is up already. I just have too many screens. Okay.

01:40:05.000 --> 01:40:29.000

Let's get started. So good morning, JPAC members. I'm Betsy Emery, Metro's Federal Affairs Advisor. I'm here today to present a draft set of regional priorities for the Federal Surface Transportation Reauthorization bill There's been some unexpected movement on this topic on the Hill, and that's really causing us to move much more quickly in creating these priorities. The House Transportation Committee opened their portal

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For organizations to submit proposals for their consideration for this bill.

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And they're working on a really fast timeline. The deadline that they've announced is April 30th.

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So that's really causing us to shift the original timeline that we had presented up quite a bit.

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And so to accommodate this accelerated timeline, I've worked closely with staff from the many different jurisdictions that are represented at this table.

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To co-create a draft set of priorities that I'm going to present today.

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And so I'm looking for a robust discussion, looking forward to that so that we can make sure that JPEG's priorities are well represented in that submission.

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Next slide. The surface transportation, next slide.

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Okay, here we are. The Service Transportation Reauthorization bill is the legislation that renews the Federal Surface Transportation Programs.

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This legislation sets all policies, priorities, and funding levels for all USDOT programs for multiple years.

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It extends, removes, or creates the vast majority of our federal transport programs directs how the money will be divided up and regulates how agencies are allowed to spend it.

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The reauthorization typically occurs every four to six years. The current bill, which is the bipartisan infrastructure law, expires in September 2026.

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And given the very large scope of the bill, short-term extensions are very common. Many experts are anticipating that this reauthorization will be delayed as well.

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And that's because the bipartisan infrastructure law expires basically right before a high stakes midterm election.

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Even though it might be delayed, I think it's really important that we prepare a set of priorities because hearings are underway and the portal is already opened.

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And this is going to be a year-long process. So we should start to get things on paper. So we have guidance in terms of how we talk to our congressionals.

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Next slide. The surface transportation bill is directly negotiated in two committees, and we are lucky to have Oregon representation on both.

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The House Transportation Committee, which Rep Hoyle serves on, has broad oversight over a majority of the bill.

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The Senate Environment and Public Works Committee, which Senator Merkley serves on, has authority over the highway components.

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Oregon and our region have benefited from having long tenured leadership.

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On both of on the House Transportation Committee, especially, having Rep DeFazio as chair coupled with Rep Blumenauer's dedication to transit gave Oregon a very powerful voice in the bipartisan infrastructure law. And while Oregon continues to have good committee representation, those retirements mean that we're no longer represented in committee leadership.

01:43:21.000 --> 01:43:32.000

Next slide. The transportation bill tends to be very large, so negotiations take time. With Republicans holding majorities in Congress and the White House.

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The bill is likely, it will largely reflect those policy priorities.

01:43:37.000 --> 01:43:41.000

There is an overall sense that top line funding levels will decrease.

01:43:41.000 --> 01:43:48.000

We are anticipating possible reductions in discretionary grant programs, especially those that focus on climate.

01:43:48.000 --> 01:43:57.000

Conversations on the Hill are already underway. The House and Senate committees have begun holding hearings on this topic and a few themes are starting to emerge.

01:43:57.000 --> 01:44:02.000

First, there's alignment that the next bill needs to emphasize safety and reliability.

01:44:02.000 --> 01:44:13.000

In the transportation network. Members of Congress on both sides have a lot of frustration about how long it has taken to get bipartisan infrastructure law dollars out the door.

01:44:13.000 --> 01:44:19.000

There's consensus that the rollout has been too slow and inflation has eroded its historic purchasing power.

01:44:19.000 --> 01:44:25.000

And so both sides want to find ways to get money to the projects faster.

01:44:25.000 --> 01:44:40.000

The bipartisan infrastructure law more than doubled the number of discretionary grant programs at USDOT, which some consider as one of the reasons for the slow funding rollout. And so some members are considering either removing or consolidating USDOT programs.

01:44:40.000 --> 01:44:51.000

So that the funding is more streamlined. Some members are interested in redirecting transit and active transportation funding back to traditional road and bridge infrastructure.

01:44:51.000 --> 01:44:58.000

Some are calling to redirect. Some grant funding programs back to state formula programs.

01:44:58.000 --> 01:45:08.000

And adjusting those formulas to account for inflation. There are also conversations about giving states more flexibility in administering their federal formula funding.

01:45:08.000 --> 01:45:15.000

There's also a lot of interest among the majority party to reform permitting regulations and processes.

01:45:15.000 --> 01:45:28.000

Especially those that are related to NEPA. And of course, they have to find a way to pay for the reauthorization. And those conversations often center around the insolvency of the Highway Trust Fund.

01:45:28.000 --> 01:45:33.000

Similar to the state, the federal gas tax, which hasn't been increased since the 90s.

01:45:33.000 --> 01:45:41.000

Does not generate enough revenue to fund the transportation bill. Next slide.

01:45:41.000 --> 01:45:46.000

I'm going to skip this actually to save some time. Next slide.

01:45:46.000 --> 01:45:58.000

So JPAC's draft priorities are um informed by all this federal context, the priorities that were adopted for the state transportation package.

01:45:58.000 --> 01:46:03.000

And the goals that were identified in the regional transportation plan, as well as staff conversations.

01:46:03.000 --> 01:46:10.000

These draft priorities are very high level because JPACT has a different level of influence in the federal arena than at the state.

01:46:10.000 --> 01:46:22.000

And instead of identifying specific tweaks and providing bill text. These priorities focus on stating our position on the bigger policy positions that are up for negotiation.

01:46:22.000 --> 01:46:43.000

First, as I mentioned, the administration is very focused on reducing overall government spending, so it is unlikely that the bipartisan infrastructure law will be renewed in its entirety or at its historic funding level. This draft priority emphasizes the importance of maintaining level funding for key discretionary and formula programs.

01:46:43.000 --> 01:46:58.000

There is a special call out to maintain BIL funding for the capital investment grant program. And this is because there are multiple high priority regionally significant projects that are in the pipeline for that program right now.

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Along those lines, another draft is to call on Congress to continue the practice of making advanced appropriations for the entire bill window. This provides certainty about the future funding amounts.

01:47:10.000 --> 01:47:18.000

And application windows for discretionary programs, something that's really important when preparing financing stacks for large scale programs.

01:47:18.000 --> 01:47:28.000

Or projects, rather. Another draft priority is supporting innovative transportation funding mechanisms that ensure long-term solvency of the Highway Trust Fund.

01:47:28.000 --> 01:47:39.000

Chair Graves is considering implementing a $150 year annual fee on EVs as an example of trying to bolster that fund.

01:47:39.000 --> 01:47:47.000

And he's a Republican. Another key priority is to emphasize safety for all users in all funding and policy provisions of the bill.

01:47:47.000 --> 01:47:58.000

This includes advancing existing complete streets and Vision Zero policies and reappropriating funding for programs like the Safe Streets and Roads for All program.

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It also feels important to identify some examples of small scale high impact projects that could be deployed more easily if federal permitting requirements were streamlined.

01:48:08.000 --> 01:48:20.000

Relatively straightforward projects like installing curb ramps, sheltered bus stops, and traffic signals should not take months or even years to complete the various hurdles before they can be implemented.

01:48:20.000 --> 01:48:32.000

Given conversations about redirecting transportation funding to traditional infrastructure, it feels important to emphasize JPAC's support for integrated multimodal systems that are well coordinated and connected.

01:48:32.000 --> 01:48:40.000

This includes transportation options at all scales, including microtransit all the way up to high capacity transit.

01:48:40.000 --> 01:48:46.000

This also includes support for technologies that enhance the reliability and interconnectedness of the system.

01:48:46.000 --> 01:48:59.000

Lastly, given the budget shortfalls that many agencies are experiencing, there is a draft priority to increase the flexibility so some federal funding programs can more easily be used on large scale maintenance projects.

01:48:59.000 --> 01:49:09.000

Next slide. As I mentioned at the beginning of this presentation, the House Transportation Committee's application window is causing us to fast track this process.

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Staff is trying to ensure that JPAC can participate in the negotiations about this bill And is recommending that we submit draft priorities into their portal to give us a foot in the door.

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I know that we don't normally do it this way and that you prefer to submit priorities to external partners only when they've been vetted and agreed upon by JPAC.

01:49:29.000 --> 01:49:45.000

But based on the unexpected and expedited timeline, staff thinks the best way to thread the needle of running good process and reflecting shared priorities is to incorporate your feedback and discussion into an updated version of these priorities and submit that to the committee.

01:49:45.000 --> 01:49:51.000

While this doesn't constitute an official sign-off from GAPACT, which I'll be coming back in May for.

01:49:51.000 --> 01:50:01.000

It will ensure that our submission to the committee reflects JPAC's interests, and we will be clear in that submission that these are draft.

01:50:01.000 --> 01:50:16.000

I'll go to the next slide. Actually. So with that, I really look forward to hearing your thoughts about these priorities. I know we're very very little time to do that, but I do look forward to hearing that. And so I will open it up for discussion.

01:50:16.000 --> 01:50:22.000

Thank you.

01:50:22.000 --> 01:50:23.000

Thank you.

01:50:23.000 --> 01:50:34.000

Thank you, Betsy. Record time presentation. Folks, if you have any comments or feedback on this or the questions on the screen, it'd be great if we could keep those on to help guide conversation.

01:50:34.000 --> 01:50:45.000

Absolutely welcome it.

01:50:45.000 --> 01:50:47.000

Mayor Delane.

01:50:47.000 --> 01:50:54.000

I feel like I'd be remiss if I didn't chime in my usual comment. Lump sum, large lump sum.

01:50:54.000 --> 01:51:04.000

Allotments against allotments those were economically challenged makes it even more difficult for them to consider moving to hybrids or EVs.

01:51:04.000 --> 01:51:16.000

So I think that would be my challenge, right? If you're talking to even $150 I mean, we're talking about the registration right now is almost untenable at the level it is at our state level.

01:51:16.000 --> 01:51:23.000

And to think about paying more federal level It's just, so we got to think about how that can be doled out in small bites.

01:51:23.000 --> 01:51:39.000

Instead of a lump sum request. That would be my quick and short feedback and quick feedback on ways that they're actually going to discourage people moving to hybrids or EVs.

01:51:39.000 --> 01:51:50.000

Thanks, Mayor. Betsy, I'm going to just get all of the comments and then you can respond and kind of the package format here. Commissioner Fai.

01:51:50.000 --> 01:52:00.000

Thank you, Chair Gonzalez. Betsy, great job. Great presentation. I think you did a really Good job of presenting complex topic in a succinct way.

01:52:00.000 --> 01:52:01.000

Thank you.

01:52:01.000 --> 01:52:07.000

My comment, it's sort of a bit of a question as well, but you can take back.

01:52:07.000 --> 01:52:14.000

It's to see if you're working with Brian Worley with the Association of Oregon Counties as well.

01:52:14.000 --> 01:52:21.000

To sort of get what he's hearing from counties throughout Oregon.

01:52:21.000 --> 01:52:31.000

So that you could just tell her to our federal sort of a complete story, not just our region But this is also shared.

01:52:31.000 --> 01:52:55.000

Stress and shared considerations for when it comes to the reauthorization service bill. And I mentioned Brian's name because him and I attended a NACO conference as one of the vice chairs on the transportation committee him and I co-led a sort of a subgroup

01:52:55.000 --> 01:53:07.000

To actually talk about this particular topic with many people throughout the nation and He heard a lot of great feedback. I did see a lot of the what we've heard presented here.

01:53:07.000 --> 01:53:17.000

And we'll continue to share with the county staff if there are more missing but connect with him since this is a federal bill.

01:53:17.000 --> 01:53:29.000

So that we have a complete Oregon story. That sort of helps our story as well.

01:53:29.000 --> 01:53:33.000

Thanks, Commissioner Sam.

01:53:33.000 --> 01:53:39.000

Thanks, Betsy. Great, great presentation. I really think that the framing of this document makes sense.

01:53:39.000 --> 01:53:47.000

And I appreciate the call out on the CIG program And it's funding level as well.

01:53:47.000 --> 01:53:57.000

The transit formula funded increases in the ija It's had a huge impact for transit, especially TriMet.

01:53:57.000 --> 01:54:03.000

And we want to continue to help tell that story on how this funding has been critical for our region.

01:54:03.000 --> 01:54:13.000

I also think that the section on streamlining and efficiency improvements makes sense to include when our projects receive federal funding.

01:54:13.000 --> 01:54:26.000

That funding brings new requirements and we're working through ideas. Of ways to really improve the process and to really speed up the federal project delivery.

01:54:26.000 --> 01:54:31.000

Thank you. Great, great presentation here.

01:54:31.000 --> 01:54:34.000

Thanks, Sam. Commissioner Savas.

01:54:34.000 --> 01:54:56.000

Yeah, Chair, considering the circumstance how this meeting is flowed today, I'm going to reserve my comment for today um and ask that maybe we either ask bring this back or at least be able to submit comment in writing I have a few concerns.

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However, I don't think we have the time actually to actually vet this in a responsible way today.

01:55:03.000 --> 01:55:13.000

Okay. Thanks, Commissioner. I'll make sure that we um that our staff gives a clear timeline of what is doable here.

01:55:13.000 --> 01:55:15.000

Ali?

01:55:15.000 --> 01:55:36.000

Yeah, thanks. It is hard to um formulate this strategy here that's such a short order but i appreciate the high level um points that you raise here. Given the administration's priority to expand fossil fuel energy infrastructure, I think that's kind of a theme

01:55:36.000 --> 01:55:50.000

It doesn't quite align with our ambitions around. Decarbonization and reducing greenhouse gas emissions here throughout transportation So I think, you know.

01:55:50.000 --> 01:55:55.000

Is there the opportunity to How?

01:55:55.000 --> 01:56:17.000

To ask for flexibility. I think leaning into the funding that's made available be not earmarked and be flexible and allow the local allow the state to decide how to invest where it's needed. I think probably that's the theme that you were aiming to. And I think that's probably your smart move.

01:56:17.000 --> 01:56:20.000

Thank you.

01:56:20.000 --> 01:56:26.000

Thanks, Holly. Okay, Betsy, if you could try and address all we've heard.

01:56:26.000 --> 01:56:34.000

Yeah, absolutely. I think these are all really good feedback, like good comments, and I appreciate that.

01:56:34.000 --> 01:56:48.000

Commissioner Savas, I'm happy to connect with you and your staff, either Trent or Jamie. Both of them have been involved in the creation of this document, but I'm happy to sit down and have a more detailed conversation with you about your concerns.

01:56:48.000 --> 01:56:53.000

In terms of timing, just to speak a little bit to that quickly.

01:56:53.000 --> 01:57:13.000

So we have this meeting today. April 30th is when the House Transportation Committee portal closes. And that is really how you get your foot in the door for negotiation. We can always go back and provide an updated list to them or the confirmed list once we have it finalized and adopted.

01:57:13.000 --> 01:57:21.000

But it's really important to at least get our name in there so we have something to reference back to once we're trying to create an amended version with the committee.

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And so that committee portal closes April 30th, May 22nd, next JPACT, I will be back.

01:57:29.000 --> 01:57:41.000

With a more refined version for adoption. And then that can really guide our outreach over the summer and the preparation of our agenda and talking points for the JPAC trip.

01:57:41.000 --> 01:58:01.000

Recognizing the world is changing very quickly in the space of federal funding. And so we may need to revisit this again over the summer before we go for JPEACT. And so right now it's very much an initial priorities that I'm trying to map out for the committee and then recognizing that there is time left in the process.

01:58:01.000 --> 01:58:08.000

Of the bill writing and the negotiations in which we can still weigh in.

01:58:08.000 --> 01:58:17.000

Thank you, Betsy, for sharing the timeline and um And how we can make sure that we get our priorities in there.

01:58:17.000 --> 01:58:33.000

All right, folks. I know that we did a lot in this meeting here today, and we are going to have to bump the TV highway locally preferred alternative update to our our main meeting.

01:58:33.000 --> 01:58:42.000

I don't see any further comments, but If anyone is still here that provided testimony, we appreciate that.

01:58:42.000 --> 01:59:04.000

The regional flexible fund is one of the major investment opportunities that we get to enact as JPAC. And so I'm really excited about that process and how it's going and that there's so much community feedback and support into five great projects in the step 1a

01:59:04.000 --> 01:59:29.000

And then many other projects in the step two process. And also there is also there is a very clear need for JPAC to continue to have conversation around this certification question that has been underlying uh for a few months. And so I will make sure Councillor Lewis has also expressed

01:59:29.000 --> 01:59:48.000

That we will schedule these. And our plan was always to ensure that the certification process was a part of that and so I will now move to a journal meeting. Our next meeting will be in person on May 15th. And again, thank you all for

01:59:48.000 --> 01:59:57.000

Your engagement. Have a great day.

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin
Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of $28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of $30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Washington County

Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

Dear JPACT members,

CPO 7 represents Washington County communities including Bethany, Rock Creek, Oak Hills and neighborhoods south to Baseline Road. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Our CPO community is divided by Highway 26. The only Highway 26 crossings available to us are the incredibly busy and bike and pedestrian unfriendly freeway exits on Murray Blvd, Cornell Road/Bethany Blvd, NW 185th Avenue, and Cornelius Pass Road. These crossings are more than a mile apart, and they are unsafe for all but the bravest pedestrians and bicyclists.

Construction of the Regional Westside Trail crossing at Highway 26 would provide an extension of the Westside Trail, significantly increasing accessibility and use of this regional trail. The Highway 26 crossing would also provide pedestrians and cyclists a safe way to cross Highway 26 mid-point between Cornell Road and Murray Blvd. This crossing would provide pedestrians and cyclists improved access to schools, recreation and shopping and would also encourage walking and biking to work at businesses located on NW Science Park Drive, in the Greenbrier Industrial Park, and on the Nike World Campus.

This important trail link would encourage and support historically marginalized communities as well as those just seeking to minimize their carbon footprint by walking or biking to work, school, recreation or shopping.

Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

Box 173, 4804 Bethany Blvd, Suite I-2

Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for the SMART SW 185th Avenue ITS and Better Bus Project

Dear JPACT members,

CPO 7 represents the Washington County communities straddling 185th Avenue from W. Baseline Road on the south and the Multnomah/Washington County line on the north. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Since the opening of the MAX Red line to Hillsboro, the increase in the number of MAX trains per hour has created significant traffic congestion on adjacent roads causing unacceptable delays for all modes of transportation. Not only is the MAX crossing at SW 185th an issue, but the nearby W. Baseline Road and NW 185th intersection, the Willow Creek MAX station, the Portland Community College Campus at Willow Creek, and the frequent bus service on 185th Avenue are all heavily impacted by traffic delays and routine congestion at these locations.

Although this project will not be the ultimate solution for resolving the delays to the traveling public, the proposed improvement will provide needed relief until funding can be found for the costly grade-separated crossing for the MAX line at SW 185th Avenue. Our CPO membership supports allocation of Regional Flexible Funding to the SMART SW 185th Avenue ITS and Better Bus Project.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

April 20, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Cassie Davis
(local small business owner and DBE certified)

April 16, 2025

Support for Trails Projects in RFFA for 2028-30

Dear Chair Gonzalez and Members of the Committee,

We are writing today to share our support for the trails projects competing for funding in the 2028-30 RFFA.

- More than 80% of Oregonians report using local trails or off-street paths, and there is broad public support for investing in trails.
- Off-street paths provide the safest alternatives to walking or riding on high-speed and high-traffic roadways. Closing the gaps in our regional trail network is critical to addressing the epidemic of traffic fatalities and serious injuries on our roadways.
- In addition to saving lives and healthcare system costs, off-street paths are extremely valuable visitor amenities and support the Metro region's outdoor recreation and tourism economy, connect Metro residents to nature, and support the economic vitality of Oregon communities.
- With Oregon's restriction on gas tax to the road right of way, RFFA is a critical source of funding for trails investments.

Thank you for your consideration and leadership,



Stephanie Noll, Director, Oregon Trails Coalition

www.oregontrailscoalition.org | 503-290-4569 | steph.noll@oregontrailscoalition.org

Washington County

Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

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This important trail link would encourage and support historically marginalized communities as well as those just seeking to minimize their carbon footprint by walking or biking to work, school, recreation or shopping.

Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: _5_ Aye _0_ Nay _0_ Abstain

Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

Box 173, 4804 Bethany Blvd, Suite I-2

Portland, OR 97229

April 15, 2025

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Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

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Thank you for your consideration and leadership.

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:
1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am and architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus)*

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate
6169 NE Milton Street
Portland, OR 97213

April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of $28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of $30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

Georgia Langer

From: kmshanley@comcast.net
Sent: Friday, April 11, 2025 1:59 PM
To: Legislative Coordinator
Cc: Megan Neill; district1@multco.us; mult.chair@multco.us
Subject: [External sender]EQRB: Burnside Bridge Replacement Testimony
Attachments: Burnside Earthquake Ready Fixed Span Bridge 25 01 22.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Joint Policy Advisory Committee Members,

This letter of testimony is in strong support of funding the Earthquake Ready Burnside Bridge replacement project, but with two clear caveats: please INSIST that the bridge be designed as a fixed-span bridge (rather than as an operating bascule type drawbridge) and that the design INCLUDE one or two water transmission pipelines to provide Portland west of the Willamette River with its only dedicated source of water that would be available after the Cascadia earthquake.

This is vital and absolutely important public service because all the other water line crossings of the river are projected to fail during the earthquake.

A bit of background: Multnomah County hired an engineering firm to prepare a Navigation Study for the EQRB. In the end the report recommended a drawbridge type of structure, even through the engineers could not identify any river navigation that needed a span higher than the Tilikum Crossing bridge just a short distance upstream from the Burnside Bridge. The County just needs to submit an amendment to the Coast Guard bridge permit, which will need to be extended in any case, noting that matching the clearance of the Tilikum Crossing structure is all that is needed for river navigation purposes. https://www.ecfr.gov/current/title-33/chapter-I/subchapter-J/part-115

A fixed-span bridge would be far less expensive than a drawbridge, and would result in far smaller annual operating expenses for the County. In this day and age of limited infrastructure funding there is no reason to be building an un-necessary drawbridge! And suspending a pipeline right below the bridge deck would be far, far less expensive than boring a dedicated waterline tunnel under the river, as the Portland Water Bureau has earlier proposed to do.

I am attaching a one-page summary of this recommendation along with two diagrams illustrating the point.

Respectfully yours,

Kevin Shanley

Kevin Shanley, FASLA
836 S Curry St., #1700
Portland, OR 97239
541-650-2628

v.2025 January 22

Burnside Earthquake Ready Fixed Span Bridge

"It's never too late to NOT build the wrong project!"

Why is the proposed Burnside EQRB an expensive operating bascule bridge when the Tilikum Crossing Bridge, a short distance upstream, is a fixed span bridge that limits the river's vertical navigational clearances?

There is no longer any commercial or recreational need for higher navigational clearance between the Burnside and Tilikum bridges. The once-a-year visiting navy ships are the only maritime craft in this reach of the river that need higher clearances than the Tilikum Bridge provides; the taller Navy ships already moor between the Burnside and Steel bridges, with the smaller ships mooring upstream of the Burnside bridge.

A fixed span bridge would be considerably less expensive to construct and would result in substantial long-term savings in operational and maintenance costs. The cost savings would result from only having one bridge foundation in the water, from eliminating the bascule machinery and supporting structures, from eliminating the operational personnel and the maintenance of the bascule machinery. A fixed span bridge would also provide much wider navigation clearance under the bridge than the current EQRB provides.

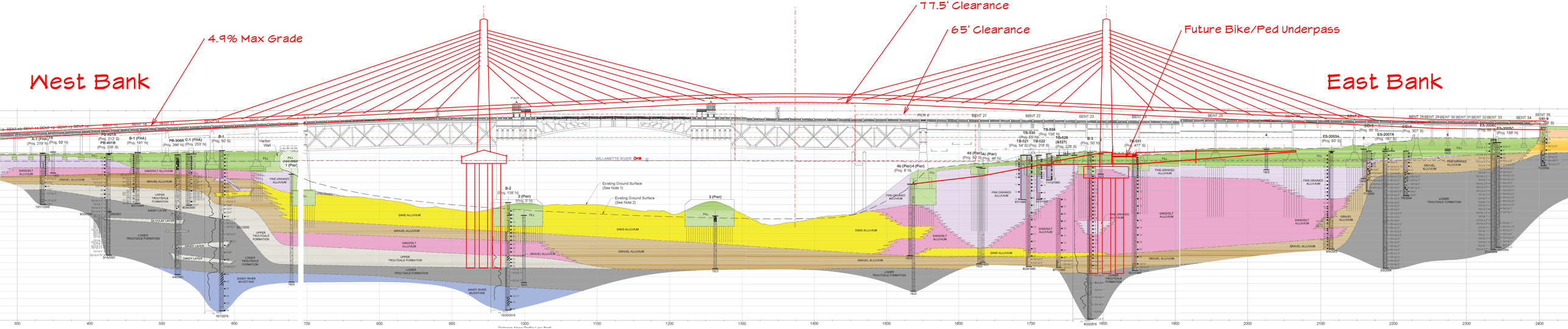
Very importantly, a fixed span would allow the bridge to carry beneath its deck earthquake resistant water lines to supply Western Portland with water after a Cascadia earthquake event. This would be much less expensive and less technically challenging than the water line currently proposed to be tunneled under the river. A pair of water lines designed into and hanging below the deck would provide for operational and safety redundancy.

The attached diagram shows a Tilikum-like bridge structure superimposed on the existing Burnside Bridge geologic cross section and shows the matching navigational clearances. A new fixed span bridge certainly need not copy the Tilikum Bridge, but there might be some aesthetic symmetry to a similar, sister-bridge, type of span, perhaps with the inverted "Y" bridge spires currently proposed in the cable-stayed portion of the bridge.

Additionally, the current EQRB fails to connect the Eastside neighborhoods to the eastside river esplanade; a simpler, less expensive bridge must, given the scale of this public investment, include this vital on-grade connection to serve the current and future residents and visitors in the Eastside communities, especially as it grows in population and density.

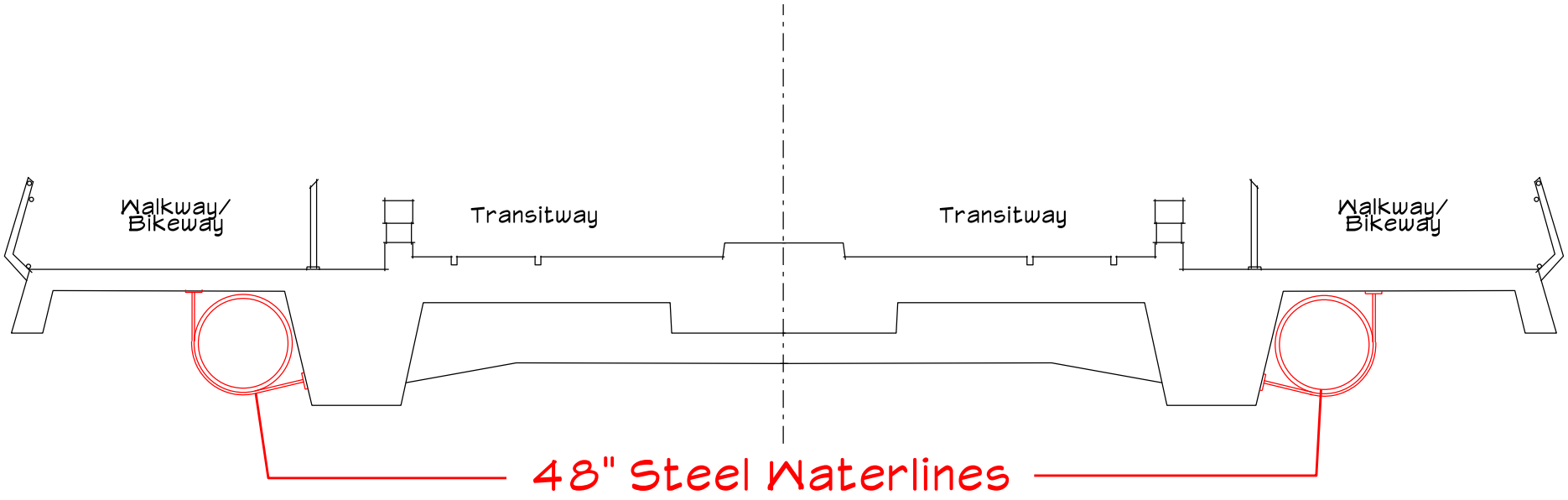
A fixed span bridge need not require the interruption of the Eastside Esplanade and its floating segments, except for the briefest periods of time, especially if the floating esplanade is fitted with a temporary construction safety roof right under the bridge.

Multnomah County has hired a first-class bridge design team including one of the premier bridge design firms in the world; let them go back and design a beautiful, affordable fixed-span bridge that meets our transportation needs, along with our earthquake-resilient water supply needs and community connectivity needs!

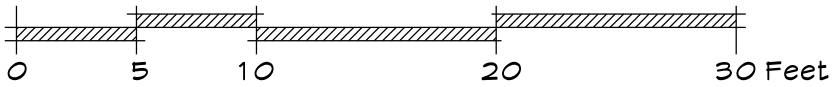


Two Tower Fixed Span Burnside EQRB Alternative

2024 December 24



Tilikum Bridge Waterline Crossing Outer Alternate



2022 December 10

Georgia Langer

From: Frank Faillace <frank.faillace@gmail.com>
Sent: Thursday, April 10, 2025 10:23 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Earthquake Ready Burnside Bridge Project
JPACT Committee Members:

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April 10, 2025

JPACT Committee Members:

We have **five businesses along lower West Burnside**... **Dante's** on 3rd and Burnside for 25 years... **Star Theater** on 6th just off Burnside for 14 years... **Burnside Suites** on 4th and Burnside... The building at **503 West Burnside**... and the **Kit Kat Club** for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for **five years**. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. **Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.**

Sincerely,

Frank Faillace
Dante's / Star Theater / Kit Kat Club / X Lounge / Burnside Suites / 503 W Burnside Building / Rialto / Jockey Club / Jack London Revue

Georgia Langer

From: Alenna Sebben <alennamariesandy@gmail.com>
Sent: Friday, April 11, 2025 10:39 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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JPACT Committee Members:

As a resident of Portland who lives and works on opposite sides of the Willamette River, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project.

The most important thing about this project (though certainly not the only) is that a rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, allowing effective connectivity at critical times. This is essential to the City in order to have continual accessibility for immediate, emergency response, linking both sides of the river, and allowing for critical transportation during an earthquake – a major earthquake or even a moderate one where other bridges cannot be relied upon. It is critical to execute this plan, ensuring increased resilience if and when disaster strikes.

Other reasons to support this project include a multi-faceted bridge supporting multiple modes of transport that feel safe and effective and link neighborhoods, thoughtfully serving communities who will be accessing downtown or even simply need to pass through downtown in a variety of ways. Since this project will include building ADA-compliant sidewalks, better-protected pedestrian and bicycle facilities on the bridge, a retained bus-only lane, permanent bicycle/pedestrian street improvements adjacent to the bridge and preparations for a future streetcar line, this project is netting multiple safety and connectivity features for people of all types and all modes of transport.

It will also support the region's plans for high capacity transit. The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. That's a lot of riders! The Line 20 has the second-highest bus ridership in the *entire region*. In order to support our region for the future, the new and seismically-resilient bridge will be well-prepared for future bus rapid transit development (and potential streetcar expansion).

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region. And of course, a project this size will come with economic opportunity for denizens of our lovely city and surrounds - regional economic development through short and long-term job creation for the many facets of building and maintaining this infrastructure.

I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. Help fund safety, reliability, accessibility and connectivity in this critical area.

Sincerely,

Alenna Sebben

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: CHARLES ROSSMAN <cwrossman@comcast.net>
Sent: Wednesday, April 9, 2025 9:51 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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April 9, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear JPACT Committee Members,

I support supports Multnomah County's RFFA funding request for the Earthquake Ready Burnside Bridge Project, and also hope you'll add you're support. This project will create a seismically resilient, modern bridge that enhances multimodal safety, supports high bus ridership, and serves as a critical lifeline post-earthquake for community safety, response, and economic recovery.

Key benefits include:

- ADA-compliant sidewalks, improved pedestrian/bicycle facilities, and preserved bus-only lanes.
- Transit upgrades for TriMet Lines 12, 19, and 20, which carry 15% of regional bus ridership.
- Preparedness for future bus rapid transit and streetcar expansion.
- Enhanced reliability of the 19-mile Burnside St. emergency lifeline route.
- Economic development through 6,200 job years of employment, including opportunities for apprentices, women, and people of color.

We urge decision-makers to prioritize and fund the transit elements of this project to ensure safer, more reliable, and accessible transportation for generations to come.

Sincerely,
Charles Rossman

Georgia Langer

From: Jenny Dimsho <jennydimsho@gmail.com>
Sent: Tuesday, April 8, 2025 12:38 PM
To: Legislative Coordinator
Subject: [External sender]Let's make sure the Burnside Bridge is ready when we need it most.

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JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances the resilience of a critical transportation corridor. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project vital for supporting community safety, response, and economic recovery following a major earthquake.

As someone who crosses the river daily for my commute, I understand firsthand the importance of reliable transportation. Every day, I rely on the Burnside Bridge to get to and from work, and I often worry about my ability to get home safely in the event of an earthquake. If a major earthquake were to strike, I need to be able to quickly and safely access my family to ensure their well-being. An Earthquake Ready Burnside Bridge is a critical route for me, as it connects me to my family and to essential services. The thought of being unable to reach them because of a damaged or inaccessible bridge is a significant concern.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, particularly adjacent neighborhoods located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent social service providers, as well as safer, better-protected pedestrian and bicycle facilities on the bridge. The project also includes permanent bicycle/pedestrian street improvements adjacent to the bridge and prepares the bridge for future transportation developments.

This multifaceted infrastructure project addresses many urgent community needs, including the safety and resiliency of the bridge, as well as upgrades to support the region’s plans for high-capacity transit. Making the Burnside Bridge seismically resilient will improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through both short- and long-term job creation, providing over 6,200 job years of employment, including opportunities for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transportation in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package and encourage decision-makers to substantially fund the transit elements included in the project proposal. These improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Thank you,

Jennifer Dimsho

North Portland Resident (14 years)

March 20, 2025

Chair Juan Carlos González
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave, Portland, OR 97232

Re: Bond Proposal Development

Dear Chair González and members of JPACT,

Thank you for the opportunity to comment on the development of a regional transportation bond as a component of the 2028-2030 Regional Flexible Fund Allocation decision. Our comments represent a unified voice from the Clackamas County Coordinating Committee (C4), which is comprised of the County, its cities, community representatives, and special districts, including but not limited to urban and rural transit providers. On behalf of C4, we urge JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

The Sunrise Gateway Corridor is a vital economic and residential area that continues to experience rapid growth, yet remains one of the most unsafe transportation corridors in the region. Adjacent to some of the fastest growing cities in the state, the corridor is expected to support the creation of 14,000 jobs and over 17,000 new homes in coming years but lacks access to transit and basic safety features to be able to support this growth.

Over the last year, thousands of community members have collaborated with Clackamas County, TriMet, Metro, Happy Valley, and ODOT to co-create a vision for this corridor, emphasizing transit accessibility, multimodal infrastructure, and climate resilience. We ask that JPACT seize this opportunity to support that vision through strategic investment in a diverse and growing community.

For over forty years, local jurisdictions have advocated for regional investment in the Sunrise Corridor. However, substantial transit gaps, congestion, and inadequate infrastructure for pedestrians and cyclists remain in the corridor. The resulting safety concerns, frequent crashes, and transportation inefficiencies pose significant challenges to sustainable growth. Addressing these deficits will not only enhance mobility and economic development but also align with the region’s climate goals by reducing reliance on single-occupancy vehicles.

Additionally, investing in the Sunrise Gateway Corridor supports critical climate resilience measures. The area experiences extreme heat island effects due to limited tree canopy and expansive impervious surfaces. Strategic investment in green infrastructure, shade structures, and transit-supportive development will help to mitigate these environmental challenges while improving public health outcomes. Furthermore, this corridor serves as a primary evacuation route for the wildfire-prone areas of east Clackamas County. Strengthening road capacity and transit accessibility here is a matter of public safety and climate adaptation.

JPACT has made access to transit a central focus of the bond criteria. As we collectively prepare for future growth, we must ensure that investment keeps pace with the needs of our region. The bond proposal presents a unique opportunity to correct historical underinvestment and provide the infrastructure necessary to support housing production, job access, and economic mobility. Prioritizing the Sunrise Gateway Corridor in this funding package aligns with regional and state transportation goals and will significantly enhance the livability and sustainability of our communities.

Thank you for your leadership and commitment to equitable regional investment. We look forward to continuing our partnership with JPACT to support transportation improvements that benefit the entire Metro area.

Sincerely,

Paul Savas, Commissioner
Clackamas County
C4 Co-Chair

Brian Hodson, Mayor
City of Canby
C4 Co-Chair

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I believe the most important projects to fund are:
A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code- not cut corners.
So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.
B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside
is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.
This must be funded and construction started asap.
We have the money. Let's get going.

Dalia Renov
503. 539. 1754

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

There will be a quake.
All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts. They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.
--M'Lou Christ
former Belmont Neighborhood resident

Georgia Langer

From: Sam Friedenberg <samfriedenberg@yahoo.com>
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting $88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a $28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenberg
Portland, Oregon

Sent from my iPhone 503 502 9402

Darren and Allison Lueking

1850 SE Sherrett St.

Portland, OR 97202

April 8, 2025

Subject: **Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project**

JPACT Committee Members:

My wife and I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. We feel that the EQRB project is a much-needed project to update the 100 year old bridge and to provide a means for the city to recover when the big earthquake occurs.

With the number of bus lines that pass over the bridge, the updating of the bridge is a necessity, not to mention all the pedestrians and bicycles as well.

Please make the funding of this project a priority both through this funding as well as supporting of the County in securing additional funding so that it can be completed.

Thank you for your consideration.

Darren and Allison Lueking

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

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I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult

April 15, 2025

Joint Policy Advisory Committee Members
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Chair and Esteemed Members of JPACT:

On behalf of the City of Tigard, I wanted to express my appreciation for the Regional Flexible Funding Allocation (RFFA) process that provides our communities opportunity to advocate for the critical connections that service our residents and businesses. The North Dakota Street (Fanno Creek) Bridge Replacement project is important to Tigard as a key multimodal connector between neighborhoods and response route for our first responders. This bridge is failing. If investment is not made to replacing this structure, it will be weight-restricting, limiting its function as an emergency response route.

The replacement bridge proposed in this location will be elevated, to minimize flooding and reduce the environmental impact, and be constructed to current seismic standards, making it more resilient to shaking. The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle. This new bridge will provide a multimodal link between residents to the regional trail system, the Fanno Creek Trail, and the Washington Square Regional Center. The City of Tigard has been prioritizing this project for years and has been successful in securing a portion of the funding needed to construct the project. However, the requested funds in this RFFA application of $8 million will allow this project to be successfully constructed to ensure that this facility is safe, open and functional for all modes well into the future.

Thank you for your consideration.

Sincerely,

Heidi Lueb

Mayor Heidi Lueb

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate
6169 NE Milton Street
Portland, OR 97213

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am and architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus)*

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:
1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Appendix E: Online Survey Comment

Public comments on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

Appendix E: Online Survey Comment

Comments about projects proposed for Step 1A.1 bond funds

Project	Comment
82nd Avenue Transit Project	While I applaud the decision to use zero-emission buses, I was surprised to learn that the 82d Ave project plans to use hydrogen buses. Most hydrogen available now is not green, ie is not made using renewable energy. Using hydrogen that has high Carbon Intensity (CI) is not a responsible decision at present. Also the support infrastructure will be very expensive. Choosing electric buses would be a more-cost effective choice. As Oregon's grid progresses toward being mostly generated by renewable sources, electrification of our transportation system is crucial. Please reconsider your choice, opting to use electric rather hydrogen buses.
82nd Avenue Transit Project	I live near 82nd and ride the 72 to see friends and do errands. I like a lot of changes afoot, but I think we can be doing even more to make 82nd an actually enjoyable place to walk and more comfortable for transit, getting away from the car-tangled status quo.
82nd Avenue Transit Project	This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit.
82nd Avenue Transit Project	SO important for those who already use this street and those that would were access easier
82nd Avenue Transit Project	Please include the southern portion of 82nd Avenue, we're still within Portland city limits down here but often get skipped on infrastructure projects.
82nd Avenue Transit Project	If you have to bond, the 82nd Ave project is the best option. TV Highway is second best.
82nd Avenue Transit Project	Love everything about this project! ASAP please
82nd Avenue Transit Project	Bus-only lanes are critical. When transit is the best option, more people will use it.
82nd Avenue Transit Project	The 82nd project does not include any bicycle access which is against the state law under the bicycle bill. Please demand that PBOT complete a full length bus/bike lane on 82nd as a condition of recieving funding.
82nd Avenue Transit Project	Most of the route has sidewalks, but not all areas. It is unsafe for bicycles and in some areas for pedestrians. Drivers go over the speed limits and crossing intersections to transit stops can be challenging.
82nd Avenue Transit Project	This could be transformative - slowing down traffic and increasing the likelihood of more people being able to live, shop, go to school safely. Encourage more housing options and keep people living in the area (anti-displacement) and supporting the variety of local businesses. This area already has housing (could have more), local businesses, schools, and is a route to connect to other transit. Keep moving toward getting 82nd less of a place for parked cars and a central corridor people can live near. Safety will improve with more people and visibility.

82nd Avenue Transit Project	While this project has many fine qualities, it is very expensive and bloated for what is essentially an upgrade to what is already a very successful transit line. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle before giving it bond funding!
82nd Avenue Transit Project	Yes yes yes please fund
82nd Avenue Transit Project	The good people of east Portland deserve the respect that this project would show them. I live in Tigard and already feel the respect, but east Portland needs attention.
82nd Avenue Transit Project	No other project can have the true impact on our urban area than the one on 82nd Ave. while these other projects are useful, none of them have the transformative power that making 82nd Ave. vibrant safe and pedestrian friendly. It has the power to bridge the gap in our urban area and become the heart of East Portland!!!!
82nd Avenue Transit Project	As someone who lives in this corridor, express bus service and connected safety measures would be game changing for the communities along 82nd.
82nd Avenue Transit Project	This would help me and many people I know who don't drive help take transit easier
82nd Avenue Transit Project	FX busses are a complete waste. The division st busses are also not effective. while I applaud the effort in reducing emissions through zero carbon transport, try something else in this corridor that would not be such a boondoggle.
82nd Avenue Transit Project	1 - 82nd - this high traffic and highly used route can use this improvement, especially since 82nd Ave links to so many communities and businesses. I hope that improvements build not only safety and reliability but a sense of pride in and around 82nd when for years it's been neglected and left to the whims of unsavory activities and crime without the city showing it cares about this area. 2- Burnside Bridge - super important and highly utilized bridge really needs these earthquake preparedness work - so, so many people rely on this bridge!
82nd Avenue Transit Project	Strongly support enhanced bus service on 82nd, but I'm concerned that buses will not have a dedicated lane for the length of the corridor. I'm also concerned that the project has no bike facilities on 82nd.
82nd Avenue Transit Project	In Supportive of this proposal
82nd Avenue Transit Project	No more buses. Light rail or Streetcars in addition to protected bike lanes and wider sidewalks for pedestrians would be a more responsible project.
82nd Avenue Transit Project	FX-style bus service is a worthy goal for this heavily-used bus line. But why can't the bus lanes also be used by bikes?

82nd Avenue Transit Project	82nd avenue's 72 bus line is the busiest in the state and since 82nd is a cluster (I should know, I live 2 blocks from it), the bus line is constantly delayed and slow. Upgrading it to an FX line with the accompanying transit stop upgrades, dedicated lanes, and signal priority would be awesome.
82nd Avenue Transit Project	Please fund this before the others because it provides more services to more people with greater needs.
82nd Avenue Transit Project	The 82nd Avenue Transit Project is a vital investment in one of the region's highest ridership and most equity-sensitive corridors. Upgrading Line 72 to FX Frequent Express service with zero-emission buses will improve speed, reliability, and safety for thousands of daily riders—many of whom are transit-dependent and from underserved communities. The project includes critical accessibility improvements, pedestrian crossings, shelters, and real-time arrival information, which enhance both user experience and safety. It is well-aligned with regional goals around climate, equity, and mobility, and leverages substantial outside funding, including federal and local sources. This is a shovel-ready project that delivers immediate and lasting benefit, and it deserves strong funding consideration.
82nd Avenue Transit Project	Cancel until further notice.
82nd Avenue Transit Project	82nd Avenue is a high density corridor serving moderate to low income residents. It was passed over for MAX and it is due for increased service.
82nd Avenue Transit Project	Metro seems to want to spread its money around geographically, and SE 82nd Ave is a perfect area to apply an equity lens. SE Portland needs some love. Dedicated start lanes for busses to cross intersections will work and speed up transportation.
82nd Avenue Transit Project	This is a critically important project for one of the busiest bus lines in the region. Not only that but east Portland has been asking for improvements for decades. Please help to make this a reality.
82nd Avenue Transit Project	Waste of money all the way around. The "green" buses require slave labor and destroys the land/sea for generations to come. The politics behind the corruption and misappropriation of funds is obviously continuing unhindered in Portland.
82nd Avenue Transit Project	This project is vital for the region. Please fund this as much as possible.
82nd Avenue Transit Project	Keep 82nd the way it is... don't slow traffic, just add more red light crossings and time them for efficiency.
82nd Avenue Transit Project	No to all projects. Stop wasting our money.
82nd Avenue Transit Project	82nd Ave. definitely needs better transit, hopefully to revitalize the whole East side area.
82nd Avenue Transit Project	Tax payers cannot afford this

82nd Avenue Transit Project	Any improvements to this stretch of road would be welcome as it is an unwelcoming eyesore. Increasing bus service with green buses would be a visible improvement. Road improvements and the addition of curb trees might encourage more walkers. Richt now, it's a terrible place to walk.
82nd Avenue Transit Project	I support this project.
82nd Avenue Transit Project	This needs full BAT lanes to be useful. It is important but only useful with BAT lanes across the entire corridor.
82nd Avenue Transit Project	Decent project in an area that needs it. Don't constrict the roadway just to try to get more people on the bus.
82nd Avenue Transit Project	This will have a huge impact on 82nd Ave! I live a few blocks off 82nd and it is so dangerous. I am scared to walk anywhere on or cross that street because of all the cars.
82nd Avenue Transit Project	i have been following this project closely, as i live near 82nd/holgate. my biggest fear is this project over complicates the flow of traffic/making left turns/etc enough that there is an uproar similar to what happened east of 82nd on SE division. the last thing i would like is for some work to be completed, just for it to be removed. i think making the sidewalks wider and crossings safer will help generate foot traffic. the updated bus stops sound so nice -- i just hope they wont be made of glass. thanks so much!
82nd Avenue Transit Project	Greater institutional support is needed to uplift historically marginalized communities that have relocated to the far edge of NE Portland. Parkrose is facing unique challenges that no other part of the city is experiencing like industrialization of their once quiet, country-like community with onion fields and a K Mart. The 82nd avenue Transit project provides greater access to Portlands ample resources that are offered in more central locations in our city which have seen more community development over the last century.
82nd Avenue Transit Project	I am a strong proponent for this project. As an Asian American, I am inspired by the work organizations like APANO have done to uplift the Jade District around 82nd Avenue, which is one of Portland's most diverse communities. Having better, safer access to public transportation and walkability/bikeability would breathe further life into the Jade District.
82nd Avenue Transit Project	Streetcar: This is too much money for what little transport it provides. Discontinue this project 82nd Ave: project needs more car traffic lanes Burnside bridge: project needed make priority Gateway: cut more of the cost TV Hi way : more traffic care lanes needed and think cost effective

82nd Avenue Transit Project	82nd Ave is a major transit thoroughfare and work done so far has already caused significant traffic problems to transit users and businesses. PBOT had no intention of doing anything helpful except to spend money and keep themselves in jobs. People are sick and tired of being taxed to the hilt yet every project wants more and more money. The roads are in terrible shape. Businesses are suffering from inability of patrons to easily visit. Removing the ability to turn off of 82nd is causing more pollution.
82nd Avenue Transit Project	Please prioritize this project, as it is long overdue for this community and focuses on public and active transit. Let's get this across the finish line.
82nd Avenue Transit Project	Any improvements along 82nd Ave are greatly appreciated. This is a major corridor that is often overlooked. Bus service is used with some frequency, and expansion on the southeast side of town should also be considered.
82nd Avenue Transit Project	82nd Avenue needs the most attention. The new design for the Burnside bridge does not reflect the taxpayers preferences. What is the existing ridership for the streetcar in Northwest? That should be taken into consideration. Sunset transit project is important if it will reduce hwy 26 congestion
82nd Avenue Transit Project	Good project. Needs more bus-only lanes.
82nd Avenue Transit Project	No new taxes
82nd Avenue Transit Project	The 82nd Avenue Transit project will increase investment into East Portland which has been traditionally underserved. It is also one of the highest ridership routes within the TriMet system, so providing funding for this project will provide significant improvement to the TriMet system
82nd Avenue Transit Project	This is a busy area of Portland intersecting with Clackamas County, and would be critical to making the area safer, and repairing the roads.
82nd Avenue Transit Project	My main comments are above, but the long term disenfranchisement of the Asian American community needs to be addressed. And this can be done through increasing the living conditions of the neighborhood by improving on transit and accessibility infrastructure.
82nd Avenue Transit Project	No hydrogen buses! Keep the riders time and safety in mind. Just build a transit project for transit riders. You don't need to forfeit reliability for transit riders to get a jobs program going. Transit is a social good and every transit rider deserves a reliable, timely trip. Period. Also I want to see bus lanes along the entire length of 82nd and we should be exploring more transformative allocations of space than the compromise that is "business access and turn" lanes.

82nd Avenue Transit Project	This project should be shut down. Reducing thru lane capacity by 50% is one of the dumbest ideas ever put forward in the region, which is saying a lot. Improved transit does not need to be zero-sum. I used to commute regularly on the 92x from Progress Park and Ride, and it had no amenities other than skipping stops from Hall Blvd to Market Street in Portland. It was a wonderful ride, and it didn't need to hog up an entire lane. Road diets just give planning a bad name. You can improve transit on 82nd avenue through other, less-punitive ways.
82nd Avenue Transit Project	No more bonds, no more spending! We are broke.
82nd Avenue Transit Project	Very necessary to keep this corridor safe for pedestrians.
82nd Avenue Transit Project	This is a great project but only if transit runs more frequently along this route
82nd Avenue Transit Project	This is a really important project to complement the transformation of this corridor already underway after Portland took over the road from ODOT. It is well positioned to secure federal support and has other funding well lined up to be able to have a complete funding strategy.
82nd Avenue Transit Project	The 82nd Avenue zero-emission FX Frequent Express service would be a huge boon to an already active transit route. This is an area I'm highly familiar with as a transit rider, cyclists and local shopper. The FX service would help create a cleaner and more reliable form of travel in an area impacted by exhaust from passing vehicles. The FX upgrade would also install bus stop amenities that would make the corridor safer for bus riders, a concerning issue already existing on 82nd avenue.
Earthquake Ready Burnside Bridge Project	Including an esplanade connection is a must: we can't be committing to this funding priority while moving backwards on bike/ped connectivity.
Earthquake Ready Burnside Bridge Project	Seismic resilience is of key importance for our region. The Burnside Bridge is a necessary east-west connection.
Earthquake Ready Burnside Bridge Project	As we will suffer huge disruptions for travel in the case of a large subduction zone earthquake, it only makes sense to give this bridge project in our core area, a high priority.
Earthquake Ready Burnside Bridge Project	SO important to support readiness of the region for the big one
Earthquake Ready Burnside Bridge Project	This is so crucial to our region, and the bike, ped, and transit upgrades will benefit the central city immensely for decades. We must make sure these portions of the project remain fully funded. As a Portland that often crosses the river by foot, bike, or bus, this would really enhance my everyday life, get me downtown and in the central city more often, and ensure that we have many ways of crossing the river if/when a large earthquake hits the region.

Earthquake Ready Burnside Bridge Project	Seems important to prepare for future risks
Earthquake Ready Burnside Bridge Project	I don't see why this project is in the mix for these funds--it doesn't have a solid plan for full funding and is wildly expensive without offering any congestion relief, better transit, housing development or much else of real transportation value.
Earthquake Ready Burnside Bridge Project	It’s desperately needed
Earthquake Ready Burnside Bridge Project	This project has grown and grown in cost and complexity. I am not convinced we need a full replacement, and think we need to take a step back and assess whether or not a seismic retrofit to the existing bridge would be sufficient. I do not think this project should receive bond funding.
Earthquake Ready Burnside Bridge Project	This project needs to consider reversible or dynamic lanes to reduce traffic congestion at peak times.
Earthquake Ready Burnside Bridge Project	Highest priority project. Cross river access is essential in the event of the big earthquake which will happen sometime in the future.
Earthquake Ready Burnside Bridge Project	This project should include streetcar tracks. Building a streetcar along Burnside is in the Portland transportation plan, and adding tracks after the bridge is built is not an efficient use of funds when it could be built from the beginning. I'm also concerned about connections from the bridge down to the Eastbank Esplanade.
Earthquake Ready Burnside Bridge Project	Re-design by prioritizing bikes and pedestrians instead of cars/trucks. Connect bridge to Naito Parkway bike lane and also the Vera Katz Eastbank Esplanade.
Earthquake Ready Burnside Bridge Project	Very expensive, and with a long down time while the bridge is being (re-)built. Are we sure this is worth it?
Earthquake Ready Burnside Bridge Project	This project is simply essential. If Portland is to weather a 9.0 earthquake and save lives, we need a reliable way to cross the river.
Earthquake Ready Burnside Bridge Project	One of my most favorite things about living in Portland are the bridges they are a unique and beautiful feature to the city and although I very much want them to be safe or safer I am afraid that you may have become to energetic about redesigning and horribly alter the look of these classic and perfect Bridges so as long as the general appearance of the Burnside bridge can remain ideally the same I understand reinforcements and even an expansion of Elaine but please do not change the outward appearance it would be devastating to look at the city to change these classic structures too much steal the Burnside the Hawthorne are three of the most beautiful bridges I've ever seen in any big city so as a 40-year veteran to Portland metro I'm asking you yes make it safer no do not change the look thank you
Earthquake Ready Burnside Bridge Project	As someone who works downtown and lives on the east side I’m aware that in the event of a big earthquake I could be stranded downtown with no way to return home. I think upgrading the Burnside Bridge should be a priority that will make Portland safer and more resilient in the event of a disaster.

Earthquake Ready Burnside Bridge Project	The Earthquake Ready Burnside Bridge project is a critical investment in regional safety, resilience, and connectivity. As one of the only planned seismically resilient river crossings, it will be a lifeline after a major earthquake. Beyond seismic readiness, the project enhances transit reliability with dedicated bus lanes and supports multi-modal access with protected bike lanes and improved sidewalks. While the total project cost is significant, this bond funding serves as a strategic contribution to a much larger, well-leveraged package. This is an investment not only in transit but in regional preparedness and long-term mobility.
Earthquake Ready Burnside Bridge Project	We need safer bike infrastructure and pedestrian crossing locations in the downtown core. This project will help bikes and peds in an area that already has high bike/ped usage.
Earthquake Ready Burnside Bridge Project	Connecting transit options to this bridge is critical to it serving the larger community with or without an earthquake.
Earthquake Ready Burnside Bridge Project	As this new Burnside Bridge might be the only crossing over the Willamette River still standing after the predicted mega-quake, it seems logical that this project be given the highest priority of all the regional transportation projects. Emergency vehicles must have a way to cross the river, and the Burnside Bridge might be the only way to cross.
Earthquake Ready Burnside Bridge Project	We all know an earthquake is coming, please help fund this important project to ensure that we have at least one safe bridge that will be standing after the earthquake. I know that several others are "supposed" to be standing but the connection points are sure to fail with landslides and liquefaction. The burnside is the only one that will be left standing, but only if it's rebuilt.
Earthquake Ready Burnside Bridge Project	This one feels like a no-brainer. We need one downtown river crossing to be operable after a big earthquake and transit should be an integral component of the project. This is a high priority.
Earthquake Ready Burnside Bridge Project	Hard NO It is ugly and wasteful
Earthquake Ready Burnside Bridge Project	With weather growing more unpredictable, this is critical to the safety of our community, providing reliable road access to escape in the event of an earthquake.
Earthquake Ready Burnside Bridge Project	Your say our voices matter, but when the Burnside Bridge Design Committee ignored the overwhelming support for one of the choices they provided, a different design was chosen instead. And a lot of people want the Bridge House saved, perhaps to become part of the new skatepark at the west end. But that iconic structure will disappear. Why would anyone believe our voice matters this time?
Earthquake Ready Burnside Bridge Project	please fund this
Earthquake Ready Burnside Bridge Project	This is the priority.

	The bridge will support reliable and efficient transit. The bridge carries three TriMet bus lines (Line 12, 19, and 20), representing nearly 15% of the total bus ridership in the region. Increasing easy and safe access to transit in this region must be a priority, and this funding would allow the EQRB to implement needed bicycle and pedestrian improvements on and near the bridge, as well as reduce transit delays by better equipping the bridge to carry high ridership buses in the region. The EQRB project is well-established and has garnered large-scale community support over the years. Knowing the design phase is well underway and fully funded, our community supports bringing in more funding to allow the project to continue into the construction phase.
Earthquake Ready Burnside Bridge Project	And after a major earthquake, this earthquake ready bridge may be the only way to cross the river north of the Sellwood Bridge!
Earthquake Ready Burnside Bridge Project	Please fund this immediately
Earthquake Ready Burnside Bridge Project	This project is already delayed and the amount of funding being added is very small compared to the total price of the bridge replacement.
Earthquake Ready Burnside Bridge Project	Because it's infrastructure and not transit which is a waste of money.
Earthquake Ready Burnside Bridge Project	This simply isn't a priority and local citizens shouldn't have to fund a project like this in an environment where we are likely to receive less funding from the Feds.
Earthquake Ready Burnside Bridge Project	Preparing for the inevitable earthquake coming to our region needs to be taken seriously and critically. This is past due in my opinion and wish more of this work was being done
Earthquake Ready Burnside Bridge Project	Overall I love the project! I am excited for the protected ped and bike lanes especially. I think a critical element is connecting the bike paths with the eastside esplanade. It would be a shame to build a brand new bridge and not link it with that gem of a bikeway.
Earthquake Ready Burnside Bridge Project	VERY IMPORTANT to the whole area, especially if The Big One occurs. We live in NW Portland, and our family lives in (SE) Milwaukie.
Earthquake Ready Burnside Bridge Project	Tax payers cannot afford this

Earthquake Ready Burnside Bridge Project	We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.
Earthquake Ready Burnside Bridge Project	I think we need at least one seismically resilient bridge over the Willamette, don't over think it and run the costs up.
Earthquake Ready Burnside Bridge Project	Build the streetcar tracks from the start. Build the Burnside/Couch/Sandy streetcar. You have so many years to work on it. People want it. Build it now please!
Earthquake Ready Burnside Bridge Project	What would the bond really add to this project? Couldn't that be included in the ~$1B cost of the project?
Earthquake Ready Burnside Bridge Project	We desperately need better earthquake infrastructure to allow people to cross the river in the case of emergency. This project gets us one step closer. Also, upgrading Burnside for better walkability, bikeability, and transit make a lot of sense.
Earthquake Ready Burnside Bridge Project	This is a great project. We need more than one bridge in the city that is earthquake ready and keeps people moving on buses.
Earthquake Ready Burnside Bridge Project	The EQRB project will have a positive impact on communities' ability to walk, roll, and ride across an important Willamette River bridge, as well as better support the regional transit network, helping people move more easily regionwide
Earthquake Ready Burnside Bridge Project	The EQRB project is a well-established effort that has earned broad community support over the years. With the design phase fully funded and well underway, the project is positioned to move forward—and the community is unified in its support for securing the additional funding needed to begin construction. Beyond its immediate benefits, the EQRB offers something invaluable: a reliable mode of transportation in the event of an earthquake. In times of crisis, this kind of resilient infrastructure could prove critical, making the project not only a smart investment but a potentially life-saving one.
Earthquake Ready Burnside Bridge Project	Anecdotally, it seems these improvements will ultimately be very disruptive. Consider how the alternatives will support the long-term closure of the bridge. Certainly a fan of seismically improving all needed facilities.

Earthquake Ready Burnside Bridge Project	Necessary project. Make sure the bridge has transit-only lanes.
Earthquake Ready Burnside Bridge Project	Preparing the region for a big earthquake is more important to me than the other projects.
Earthquake Ready Burnside Bridge Project	Double deck the bridge so you can have three lane car traffic one lane bus going both ways. Enough is enough with your shrinking of roads. Or better yet triple deck it and have a bicycle and pedestrian Plaza on the top level with food carts and Saturday market style places for events instead of using waterfront park and replacing the grass.
Earthquake Ready Burnside Bridge Project	Lloyd center into city run casino to fund local pbot transit projects. In addition to paying for the bridge. Pay to bury the i-5 section on the east bank. Develop that land into public markets, music venues, places for fairs and events to take place leaving little maintenance afterwards. It becomes the working park counterpart to our waterfront complete with marinas and beaches and riverwalks. The casino then works to transform itself into a large music venue.
Earthquake Ready Burnside Bridge Project	We need a resilient downtown Burnside Bridge. Our city will be pummeled if the earthquake strikes and we don't have an immediate way to get moving. All the transit and roadway improvements will be upended by the quake, they'll need a way to cross the river to repair and get the city working again. If we don't have a resilient downtown bridge the city will deflate and it will take decades to get it back to thriving. In the near term, a new modern bridge will drive much-needed energy and revitalization in the city core.
Earthquake Ready Burnside Bridge Project	This is critical infrastructure that needs to be funded... Otherwise downtown Portland will only be more isolated over the years as citizens worry about bridge integrity.
Earthquake Ready Burnside Bridge Project	Of critical Importance. How can we access east/west after an earthquake? We can’t delay.
Earthquake Ready Burnside Bridge Project	It seems like this has to be our number one priority. Holy heck, if we get a decent earthquake and the burnside bridge goes down it would be catastrophic chaos! You guys know the details, unstable shifty ground under the burnside bridge? How bad would it be to have that collapse in an earthquake?
Earthquake Ready Burnside Bridge Project	I attended a Red Cross earthquake preparedness seminar a few years ago and was horrified to realize how cut off the east and west sides of Portland will be when “the big one” hits. Having an earthquake ready bridge is of utmost importance.
Earthquake Ready Burnside Bridge Project	No new taxes
Earthquake Ready Burnside Bridge Project	Is the requested amount enough for this expensive project only providing 4 lanes? (Really one lane for cars East). Is the proposed cable stayed concept the right aesthetic for this location and functionally and does it optimize the available funding?

Earthquake Ready Burnside Bridge Project	Multnomah County is dedicated to replacing the Burnside Bridge with something that will withstand a CSV event and open quickly. This lifeline to our region will be one of few connections to East and West and will be the only crossing north of Tilikum for transit to cross the river. This is vital and urgently needed for our communities. We are already overdue for such an event and many people struggle to keep their families on the same side of the river whenever they leave their house already. Burnside Bridge should be a priority for the region, for our bus lines, and the future recovery that we are destined to have to endure.
Earthquake Ready Burnside Bridge Project	This is an important project in that it will provide an earthquake resistant critical link accross the river when the big one finally comes. Most of the other bridges will become impassible. So having one structure that emergancy services can count on is critical. This bridge will save lives. Due to the age of the current structure (100 years) it will soon need an extensive upgrade or replacement anyways. So it makes sense to spend the extra money to earthquake resistant.
Earthquake Ready Burnside Bridge Project	All of us know that the Cascadia earthquake will ruin our city. Please invest the money where it matters. This project's sole focus is to upgrade the old and crumbling Burnside Bridge to make it earthquake ready. If we don't build this, the west side will be stranded from the rest of civilization. They will have zero access or connection to the east (unless they go all the way down to the Abernathy/I-205 Bridge, while is MILES away). We need to connect our city and rebuild this bridge. It's no longer serving its purpose and needs to be addressed for the impending emergency that will destroy our city. Research what will happen when the Cascadia Earthquake hits. Millions of lives will be lost along the West Coast. Please invest in this city's future.
Earthquake Ready Burnside Bridge Project	We need more earthquake safe bridges. This should be a top priority.
Earthquake Ready Burnside Bridge Project	This project is good. I am happy to see bus lanes being included in the design. I would like to see bus lanes continue west along west burnside. I live here and am a regular rider. The 20 is an insanely high ridership bus and speeding it up would be felt by the community, who regularly rides. I see and recognize friends on the 20, and cashiers from my corner store and servers from restaurants I frequent. Don't let the BMW drivers from the west hills sell you a narrative that regular citizens don't ride transit. We ride transit and we deserve the best service possible. If bus lanes are working east of the bridge, why not west? Also, I want to see west burnside become more of a destination than a through way. I support better block PDXs better burnside project.
Earthquake Ready Burnside Bridge Project	Not needed keep the current bridge.
Earthquake Ready Burnside Bridge Project	No more bonds, no more spending! We are broke.

Earthquake Ready Burnside Bridge Project	As far as I can tell, this funding would only close a small portion of the funding gap the project still has. While it is important as a regional lifeline route, it's not clear that this funding source is the most appropriate use of regional funding if it's not going to help ensure the project advances any time soon.
Earthquake Ready Burnside Bridge Project	I travel this bridge by bicycle and bus and see already the effectiveness of its use. While we think to reimagine this bridge, the effort to minimize the footprint to the already existing width is admirable for it's attempt to enhance while not increasing the number of travel lanes, and avoiding potential impacts of induced demand from automobiles. The focus on transit and transit stops is so important in this project. I also appreciate maintaining the bus only lane, making bus travel time a high priority in this project.
Earthquake Ready Burnside Bridge Project	A critically important project that should not be delayed ....the earthquake will knock down most or all of our existing bridges and we need one that will tie our city together through thick and thin. While it might be easy to just pretend the quake won't happen chances are it will in our lifetime or or least in our children's. Let make it safe for them to live here. Safety first!
Portland Streetcar Montgomery Park Extension Project	This project is nice, but is it really necessary? The distance being covered isn't going to bridge any gaps in service, the service already exists by bus. Can this project be dialed back to be more like the TV Highway Safety and Transit project? With improved stops and increased service? While the streetcar extension has the potential to revitalize the Montgomery Park area, it's essential to carefully consider and address equity issues to prevent unintended negative impacts on existing communities. Investing in a community to transform a primarily industrial area into a mixed-use district with new housing and commercial spaces doesn't require street car service. The amount of money needed for this project is unacceptable. The benefits do not outweigh the costs. Not when that money could be put into projects more crucial to bridging gaps in service, increasing equity, and creating safer transportation systems.
Portland Streetcar Montgomery Park Extension Project	This project provides transit access and connects to the broader community. My only concern is that it serves an area that is already fairly accessible and could possibly be better served by bus connections.
Portland Streetcar Montgomery Park Extension Project	Put money into projects that actually expand and improve transit. This streetcar project does neither. The Portland Streetcar is slow, and its expansion into this corridor is unnecessary. Put the money into FX bus projects (or, future MAX or WES expansion) instead.
Portland Streetcar Montgomery Park Extension Project	This project is crucial to the success of this much needed future neighborhood full of housing and jobs. Please support this project.

Portland Streetcar Montgomery Park Extension Project	This project will create thousands of housing units in the central city. It should be a top priority for RFFA bond funds and regional support.
Portland Streetcar Montgomery Park Extension Project	Montgomery Park is already well-served by multiple bus lines, and I don't see many benefits in extending streetcar to serve the area. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle at least before giving it bond funding.
Portland Streetcar Montgomery Park Extension Project	Yes yes yes please fund
Portland Streetcar Montgomery Park Extension Project	It seems to me that this area, with the streetcar incorporated into the project, is a better option than other areas.
Portland Streetcar Montgomery Park Extension Project	Please fund!
Portland Streetcar Montgomery Park Extension Project	This project is a giveaway to developers and would only benefit a small group of Portlanders, we should not be moving forward on this project when other higher priority projects are needed across the region.
Portland Streetcar Montgomery Park Extension Project	I strongly support the streetcar to Montgomery Park, but I am deeply concerned that the streetcar will not have a dedicated lane and that there will be parking along the streetcar tracks. This is against international best practices and has the potential to slow the streetcar down considerably and introduce delays.
Portland Streetcar Montgomery Park Extension Project	Just do it.
Portland Streetcar Montgomery Park Extension Project	A good project. Hopefully will reinvigorate the area north of Vaughn.
Portland Streetcar Montgomery Park Extension Project	The streetcar expansion to Montgomery park feels like the least critical project on this list. Rather than underfunding all projects, please consider properly funding fewer projects.
Portland Streetcar Montgomery Park Extension Project	Affordable housing is in drastically short supply and, currently, 40% of the city's supply is near the Portland Streetcar lines. Seems to me that expanding the streetcar would spur further development of affordable housing.

Portland Streetcar Montgomery Park Extension Project	The Montgomery Park Streetcar Extension supports transit-oriented development, housing, and climate goals by connecting a growing district to the regional transit network. It enhances access to jobs, services, and future housing—including affordable units—while improving pedestrian and stormwater infrastructure. However, compared to other projects in the bond package, it serves a more localized area and may offer less immediate regional mobility impact. If funded, clear commitments to ridership gains, equity outcomes, and private sector cost-sharing should be prioritized to justify the public investment.
Portland Streetcar Montgomery Park Extension Project	It is essential in my view that investors who recently purchased Montgomery Park “for a song” put a substantial amount of money into this project, since they will be getting rich(er) from it. The means-tested (non market rate) housing buildings should be a solid and signed commitment (with an inflexible timeline) in the project, not like the South Waterfront project was actually built.
Portland Streetcar Montgomery Park Extension Project	This feels like a vanity project with a questionable need. Focus on restoring our existing downtown area with existing transit lines that need your focus TODAY before spending precious resources on new infrastructure at the edge of downtown. Are the Menashe's pushing this idea?
Portland Streetcar Montgomery Park Extension Project	I love the streetcars but the lack of dedicated lanes and poor frequency make it difficult to depend on. This project would be useful for regional housing.
Portland Streetcar Montgomery Park Extension Project	This project seems ready to go and helpful to a lot of goals.
Portland Streetcar Montgomery Park Extension Project	Big waste of money!
Portland Streetcar Montgomery Park Extension Project	Portland Streetcar special to Portland city, proper and its residence. Successful and helping people move and get around the city without a car detrimental to the cities core. This Project is more than just from Montgomery Park and is important upgrade to the entire Streetcar system.
Portland Streetcar Montgomery Park Extension Project	I live at 2336 NW Roosevelt street where the proposed streetcar will run Westward. The homes on our street were all built in 1905 and we are concerned about the potential for damage to our old foundations from vibrations due to the operation of the streetcar. Along with my neighbors, I have brought up this concern in written and oral forums, we hope they are addressed at the appropriate time during the projects process
Portland Streetcar Montgomery Park Extension Project	The Portland Streetcar Montgomery Park extension leverages multiple community benefits near the region's core. NW 23rd Avenue is a mess (north of Northrup) and would be rebuilt. The Montgomery Park Area Plan promotes affordable housing options and employment on land that is now languishing. Off-wire streetcar operation makes the most efficient use of infrastructure funds.

Portland Streetcar Montgomery Park Extension Project	Give this one up! Waste of money, and resources. Not needed!
Portland Streetcar Montgomery Park Extension Project	Tax payers cannot afford this
Portland Streetcar Montgomery Park Extension Project	The streetcar needs to be fully separated from traffic. We also have an opportunity to build protected bike lanes in this new development. Let's make it happen. Please.
Portland Streetcar Montgomery Park Extension Project	This is not a regional project - it is a streetcar serving one neighborhood. If the Montgomery streetcar project is so important, fund it with local urban renewal dollars. Calling this a regional project further undermines the credibility of the regional transportation planning community.
Portland Streetcar Montgomery Park Extension Project	As a neighbor to the potential Montgomery Park Extension (I live nearby on NW Upshur), I strongly support extending the streetcar from Northrup to Montgomery Park. It makes sense for many reasons. 1) adding it to the already approved NW 23rd upgrades makes sense financially. 2) personally, the closest stop at the Northrup location of the Streetcar is a bit far for me to walk and I generally do not take bus transportation, but love to take the Streetcar and would personally use it for many of my errands - IE it would help those in the local neighborhood who already generally walk in the local neighborhood connect to the Pearl/Downtown/South waterfront without the need for multiple bus transfers or a car. 3) I think it will be a good way to attract business to the wonderful historic Montgomery Park building and bring investments to the existing barely used Esco and surrounding sites.
Portland Streetcar Montgomery Park Extension Project	The streetcars already suffer from very low use, so I struggle to understand why we would want to fund yet another one. Even before COVID, streetcars went around in circles almost completely empty. This seems to be something Adidas employees almost alone would benefit from, and could secure funding for it from alternative sources. Enhanced TriMet connectivity funding would be much better spent in areas without any useful service, like South 82nd or the neighborhoods surrounding Hwy 224.
Portland Streetcar Montgomery Park Extension Project	please, please please fund this project! extension of the streetcar to montgomery park is incredibly important for the revitalization of the entire neighborhood, in addition to being a catalyst for several thousand units of housing development. our region is hampered by a housing shortage, and not funding this project means more people will be on our streets for longer.

Portland Streetcar Montgomery Park Extension Project	This is a step in the right direction. The more people benefit from well designed rail the more will use& promote it which will lead to more funding being approved.We also need the rail tunnel beneath the Willamette which will tie into the Purple MAX Line which will greatly improve ridership on the WES which should extend to Salem at the least.These projects will really stimulate the local economy,help people get between work and home,decongest&declutter the city,make it safer,saner&more walkable/enjoyable while opening up tons of space for better usage.Where we're at with transportation is the worst possibility but it's all most Americans know so they tragically default to viewing it as a natural conclusion.Carcentric sprawl reinforces the redlining racism of Robert Moses physically. It divides us physically with lethal barrier thoroughfares.Our cities are sterile yet filthy. Carrying capacity of railways is vastly superior to highways as well. Trains connect while highways separate.
Portland Streetcar Montgomery Park Extension Project	Good project, transit expansion into a growing neighborhood is important for meeting our climate and mobility goals.
Portland Streetcar Montgomery Park Extension Project	Do Not fund this as it is not needed and is not as critical as other projects.
Portland Streetcar Montgomery Park Extension Project	I work in NW Portland (York Street) and the plan to redevelop the area to include housing and shopping (instead of just warehouses) will be a huge improvement. The streetcar extension will mean fewer people will feel compelled to own private cars in what will be a densely packed area.
Portland Streetcar Montgomery Park Extension Project	No new taxes
Portland Streetcar Montgomery Park Extension Project	This project instrumentalizes the idea of transit service to chase federal funds and rebuild a car-centric street under the guise of transit improvements. How can this project improve transit if zero dedicated lanes for transit are being explored? How about if parking is being allowed in a way that conflicts with tracks? Will I be able to take the streetcar home from a bar at midnight like I would with a bus, if the streetcar ends service at 10 pm? What is the value proposition for replacing the entire streetcar network with battery electric cars just to accommodate this one wire-less segment? Could we instead increase service by phasing in wireless cars and wired cars on the AB loop? Please seriously consider nudging cars off of 23rd avenue. This is a beautiful street that deserves better. Consider parking fee increases along all frequent transit, but especially along walkable, transit-served streets like nw 23rd.

Portland Streetcar Montgomery Park Extension Project	No more bonds, no more spending! We are broke.
Portland Streetcar Montgomery Park Extension Project	This is an important project to help open up new economic development and housing opportunities near the central city of Portland and to leverage the existing streetcar network. Also leveraging federal and private funding to help get these benefits and to fix 23rd is another strong feature of this project.
Sunrise Gateway Corridor/Highway 212 Project	I don't understand this project based on the graphic. It looks like three freeways next to each other, there appears to be plenty of vehicular access. I do not see how this improves transit or access to transit. It seems to be mischaracterized. It is also really expensive for a project that won't lead to construction.
Sunrise Gateway Corridor/Highway 212 Project	I don't really understand this project. It seems much earlier in development than the others. If I had to prioritize funding elsewhere, I would take it from this project until the benefits and costs are more clearly articulated.
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Corridor is a region in dire need of investments to improve accessibility, transportation options, industry, and more. This project would be a key step towards moving the broader goals of the Sunrise Vision Plan forward and continue the push for revitalizing this rapidly growing (both economically and demographically) portion of the Metro region. The project should receive the full funding requested of $15 million - not $10 million or $12.5 million coming out of Step 2 or another source - to ensure that broader investments in the Sunrise region are not delayed further.
Sunrise Gateway Corridor/Highway 212 Project	We should not be funding freeways/expressways that are contrary to regional policy goals. This will just induce more vehicle miles travelled, increase climate emissions, and encourage suburban sprawl. This is a project that should have been thrown away a long time ago. Please do not give this project any funding.
Sunrise Gateway Corridor/Highway 212 Project	I'm not sure I understand the benefits of this project. Is this a highway project?
Sunrise Gateway Corridor/Highway 212 Project	As I review your project design I don't see what should be the number one priority for Hwy 212. The Hwy 212 intersection of SE Foster Rd, and SE Sunnyside Rd. This has to be one of the most dangerous intersections in the county. The miles of backup is daily. A modern round-about could fix this and keep traffic moving. Modern round-about designs are replacing light controlled intersections for a safer, more efficient roadway.
Sunrise Gateway Corridor/Highway 212 Project	This corridor is in dire need of improvement which the proposed project would deliver on. Consider expanding the scope of the project and build a bypass around Damascus and Boring as well.

Sunrise Gateway Corridor/Highway 212 Project	I am deeply concerned that this project is mostly dedicate to overbuilt car infrastructure, and has few benefits for those using other modes. As designed, I do not support this project.
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Gateway Corridor project is a valuable step toward improving transit access, safety, and economic connectivity in a fast-growing employment and residential area. While it is still in the early design and development phase, this planning investment is essential to position the corridor for future funding and construction. The project supports first/last mile access, safer travel, and long-term regional growth. Bond funding at this stage is appropriate, but future support should be tied to demonstrated progress on design readiness, funding strategy, and equitable access outcomes.
Sunrise Gateway Corridor/Highway 212 Project	This is the worst of the bunch. Planning for future transit to an industrial area? Where are the ridership projections? Spend valuable resources where they are most needed. This area is not it.
Sunrise Gateway Corridor/Highway 212 Project	This is a busy and very frequented stretch of road, always congested, even during off hours, due to the roads and design being inadequate for current use and the area's growth and expansion.
Sunrise Gateway Corridor/Highway 212 Project	As stated above the Sunrise project is at least 20 years over due. We have been hearing about it for at least that long. Please help us out.
Sunrise Gateway Corridor/Highway 212 Project	The light at carver is too long. It causes more congestion than help.
Sunrise Gateway Corridor/Highway 212 Project	By the time this project is completed it will be desperately needed. I am concerned about plans to allow dense building near the Clackamas River in what should be considered a flood plain but other than that it looks great.
Sunrise Gateway Corridor/Highway 212 Project	This is a planning project not a capital project. I would not like this funded and would rather shovel ready projects be funded. This area is not zoned for density and I would prefer that it be rezoned first and the planning complete before funding is given.
Sunrise Gateway Corridor/Highway 212 Project	Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.
Sunrise Gateway Corridor/Highway 212 Project	It impacts my community and will help build more connections and safety.
Sunrise Gateway Corridor/Highway 212 Project	Keep Metro out of Clackamas County

Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Gateway Corridor/Highway 212 is very important to surrounding residents as well as all the surrounding businesses. We need the full 12.5 million dollar funding so that we can make the much-needed improvements. Not only will it improve people's daily travel, but it will also make it much safer for drivers and pedestrians alike.
Sunrise Gateway Corridor/Highway 212 Project	This project is decades over due and needs to be a top priority for Metro as well as the State, Clackamas County and City of Portland.
Sunrise Gateway Corridor/Highway 212 Project	15-20 million to assess? Are you crazy? Metro was supposed to say west of I205. Why in the world would we want you to get 20 million to build another damn round about? Damascus refuses to upgrade their road way or space but you wanna spend 20 million to make the traffic get to Damascus and wait faster? With a round about. Absolutely not. No more trumpet upgrades for declining ridership.
Sunrise Gateway Corridor/Highway 212 Project	Tax payers cannot afford this
Sunrise Gateway Corridor/Highway 212 Project	The areas of Happy Valley, Damascus and Sandy are growing rapidly and already cause huge bottlenecks on hwy 212. The area can't afford to wait any longer on coming up with a plan to keep drivers, cyclists and pedestrians safe.
Sunrise Gateway Corridor/Highway 212 Project	Don't fund this with bonds, fund it with user tolls.
Sunrise Gateway Corridor/Highway 212 Project	We have no connections to the city of Happy Valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. People walk on highways, children cross the highway to get to school. We have population overflow with one road to even exit, causing serious congestion and safety issues for an emergency situation.
Sunrise Gateway Corridor/Highway 212 Project	This project is long overdue. It will make this busy corridor safer for vehicles and pedestrians. Make it happen please!
Sunrise Gateway Corridor/Highway 212 Project	Stop building large neighborhoods in Estacada, Sandy and surrounding areas knowing that all of those dwellings will require more people to drive on those roads and further compound safety issues, increase fuel consumption, and further congestion roads. Instead, build more sweeping in Clackamas or Portland knowing that's where people are going to have to go to work.

Sunrise Gateway Corridor/Highway 212 Project	I'm having trouble seeing how this project really works - Please zoom out the illustration. The real delays in this corridor are getting through the Damascus area - the Foster, Sunnyside, Hwy 212 area. That needs to get fixed before or as part of building this new quasi-freeway.
Sunrise Gateway Corridor/Highway 212 Project	As mentioned above, it is desperately needed. It now takes 15 minutes to go about a mile in heavier traffic times and often- when it is not even rush hour.
Sunrise Gateway Corridor/Highway 212 Project	After 40 years of planning, this project has finally offers sensible, bite-sized investments, each of which could radically improve liveability and connectivity (shipping, commuting, and recreating combined). It's the gateway to our state's most significant tourism draw, Mt. Hood. It's also the bread basket of the state, containing Safeway and Fred Meyer along with many other industrial shipping hubs. The communities within this project area are painfully underserved and contain multicultural communities who go nearly unrepresented on county land. It is Metro's responsibility to contribute to the liveability and development of this area and re-connect the siloed neighborhoods with the Clackamas River and increase health outcomes by reducing standstill traffic and connecting families with their schools and workplaces in a sensible way. Out of the whole list of projects, this one makes the most sense for the entire region, where the others will only impact those in the immediate area.
Sunrise Gateway Corridor/Highway 212 Project	Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.
Sunrise Gateway Corridor/Highway 212 Project	The sunrise corridor was always going to be a simple connector for east county to hwy 26 I have seen in 37 years in Damascus at least 10 different proposals for that road. We don't have tri met or there tax and we don't want anymore taxes on us. This project should have been done years ago but you chose to fund other things and now you want to tax us just to study it more, this is insane no more money!!!!!!!
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Cooridoor is not only one of the fastest growing areas on Oregon, it's also likely to become the most congested and most dangerous if we don't plan and invest accordingly. Our children and families deserve the safety and security of multimodal transportation services outlined in the Sunrise Cooridoor proposal. Please consider supporting full funding of the project!
Sunrise Gateway Corridor/Highway 212 Project	Safe pedestrian bridges at oak acres over 212
Sunrise Gateway Corridor/Highway 212 Project	Hwy 212 is becoming overloaded with traffic. Access to the industrial area south of hwy by bicycle is poor. Traffic lights need some kind of synchronization.

Sunrise Gateway Corridor/Highway 212 Project	Please make it easier to get out of Adrienne C. Nelson High!
Sunrise Gateway Corridor/Highway 212 Project	I live fairly close to 212 and we need a better infrastructure for moving people from 205 to Hwy 26. I understand this proposed project will not come out to the Damascus/Boring area but the area needs help. This proposed project is another step in the right direction.
Sunrise Gateway Corridor/Highway 212 Project	This is a very high priority for the region, as it will support significant job creation, housing construction and livability in the area, while concurrently making the corridor safer. The opportunity for this area is significant, laying the foundation for southeast growth for generations to come.
Sunrise Gateway Corridor/Highway 212 Project	East Clackamas county continues to have huge population growth and the streets are congested during commute hours, often taking double or more the amount of time to get from point a to point b. We need to begin improvements on this roadway as only more development is planned.
Sunrise Gateway Corridor/Highway 212 Project	It boggles the mind that this project has even made it this far in the process for RFFA funding. That y'all are pushing this absurd roadway expansion project is a travesty that runs completely counter to the actions that we need to be taking in order to hit our climate targets and reduce single-occupancy vehicle usage. If this were truly a project about first/last mile access, it would be right-sized by orders of magnitude. I mean come on, the 122nd interchange is a diverging diamond! In what way does that support access for literally anyone not behind the wheel of a car? Reject this project.
Sunrise Gateway Corridor/Highway 212 Project	we live off of hwy 212 on the border of Damsacus/HV, having sidewalks would allow us to walk to our local elementary school, playground, etc.
Sunrise Gateway Corridor/Highway 212 Project	As a citizen using this right of way this project needs funding as soon as possible in order to make streets safer for both cars and walkers.
Sunrise Gateway Corridor/Highway 212 Project	I think that this particular project is a great way to pave for the future of this city. Personally, I always found this industrialized setting a bit difficult to come out at certain times of day. However, this improvement vastly takes safety and public transit to a whole new level which would benefit individuals to come.
Sunrise Gateway Corridor/Highway 212 Project	Is the estimated cost of $163-$176 million only for Project Development and Design and does not include any actual construction? Also, is there any estimate of how long this would take to complete(actual construction)?
Sunrise Gateway Corridor/Highway 212 Project	I would like a walking path from 212 to the Carver bridge. Many restaurants and housing along this highway. No shoulder makes it dangerous to walk this one mile stretch.

Sunrise Gateway Corridor/Highway 212 Project	This project needs to be completed, as growth is continuing to develop in the most rural areas of Clackamas County, This project will serve many constituent's throughout the State of Oregon and Washington as they transit from I-205 to Highway 26. This has been a project that was to be competed in the past and has been on the books for 20 years.
Sunrise Gateway Corridor/Highway 212 Project	I live in Oregon City and seldom use this corridor, but I would agree that it is sorely in need of upgrades to handle future growth. Might I suggest naming the new local roadway connection on the north in honor of Tom McCall?
Sunrise Gateway Corridor/Highway 212 Project	No new taxes
Sunrise Gateway Corridor/Highway 212 Project	This highway has become increasingly dangerous, we must create a safe environment for passengers, cyclist, and pedestrians.
Sunrise Gateway Corridor/Highway 212 Project	Clackamas County is in need of improvement on HWY212. The stretch of HiWay from 122nd through Boring to where it connects with HWY26 to Sandy, has been in need of expansion for at least 20-40 years. The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time METRO helped the working folks of Clackamas County.
Sunrise Gateway Corridor/Highway 212 Project	This project is needed
Sunrise Gateway Corridor/Highway 212 Project	Our infrastructure is failing us. This area during rush hour can be as bad as I-5 in Seattle. It's unsafe, congested, and not an efficiently designed road. This area of the east side is growing rapidly and needs to be upgraded similarly to the West Side. Although it's not as rich of an area as certain West Side suburbs, there are all kinds of people living over there that deserve the attention to receive adequate infrastructure. I drive this route every day, and each year the traffic increases. This is a major route for the SE Portland suburbs as it connects to I-205, 224, and 99E. We deserve the upgrade.
Sunrise Gateway Corridor/Highway 212 Project	Why is Hwy 212 included in this? Building a new highway encourages driving and sprawl, saps funding for higher priority projects, and conflicts strongly with equity, safety, and climate goals. Also, the way this project is framed appears very disingenuous. Building a new highway is NOT a transit project.
Sunrise Gateway Corridor/Highway 212 Project	I live in the Sunrise Corridor, and I would encourage support of this project. Our residents need safer access to transportation and this project will help us get there! It will help make our neighborhood more livable for my children and the other families and residents.

Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Corridor stands at the crossroads of extraordinary opportunity, positioned to become a powerful engine of economic growth for our region. However, without the necessary infrastructure to support this evolution, that potential remains out of reach. Today, we are limiting the opportunities that could transform our community's future. By advancing this project, we unlock new possibilities—fueling growth that lifts families, empowers workers, attracts investment from developers, and strengthens local businesses. Together, we can build a foundation for lasting prosperity.
Sunrise Gateway Corridor/Highway 212 Project	I think this is a horrible waste of money. People who chose to live out this way do NOT want it more accessible, do NOT want more bus routes and do not want it more populated. More people in this area will add more tread on our natural areas, and will not improve traffic. It will not eliminate traffic it will just redirect it to bottleneck somewhere more convenient for everyone except locals. Instead of having traffic bottleneck at the expressway and 212 it will bottleneck at 172 and 212 so it just pushes the problem east and will affect more residents. More traffic and over passes will unfortunately result in an influx of unhoused people which we don't have much of here right now. Why create more problems? It's a terrible idea and I hope this gets squashed before it gets started. Terrible for land and locals.
Sunrise Gateway Corridor/Highway 212 Project	This is the right time for funding for the right project. Please fully fund this project.
Sunrise Gateway Corridor/Highway 212 Project	Over the last three years, the Sunrise Community Visioning Project has elevated over 2,000 communities voices to co-create a truly community-led vision for the future of this corridor. Without the $12.5 million dollars of critical road investment, all of the progress that has been made will face a considerable barrier in the area's desperately needed improvements.
Sunrise Gateway Corridor/Highway 212 Project	I am especially worried about how the traffic from Carver, Estacada and Sandy will be integrated into the Sunrise project. I live in Carver and have seen a dramatic increase in the amount of commuters both from the area and those who use the area as a cut through to avoid I-205. WIth no plan to address the 224 corridor nearest the new Sunrise plan, I am fearful of the negative impact the new project will be on the confluence of 212 and 224. We have lived here a long time (22 years) and have seen the impact of short term thinking around our community. We lived through the Carver bridge reconstruction and the lack of need for closure of the project for years!
Sunrise Gateway Corridor/Highway 212 Project	Just get it done no frill no paths no transit just the darn rd no circles just a basic freeway to US 26 we been waiting since Dr K killed a fully funded project in 1999 stop the studies get real and get it done!

Sunrise Gateway Corridor/Highway 212 Project	I do not support metro dollars going towards freeway projects at this time. Our transit projects are all getting subsumed by freeway projects at every turn. Multnomah county is supposed to be the systemic thinker in the room. Clackamas county can find funding to build freeways from the state legislature, which will stamp out transit funding at a moments notice, and the trump administration. I want to see transformative investments in alternate modes and I do not see that here.
Sunrise Gateway Corridor/Highway 212 Project	No more bonds, no more spending! We are broke.
Sunrise Gateway Corridor/Highway 212 Project	This could be a game changer if transit times from connecting routes improve
Sunrise Gateway Corridor/Highway 212 Project	please fund this project for the community
Sunrise Gateway Corridor/Highway 212 Project	As I read about the project, it seems like it is primarily a highway expansion project that maybe includes some transit-readiness elements. It also is only investing in project development and isn't going to support construction anytime soon. In addition, it doesn't appear there is much if any funding being leveraged from other sources, so I am concerned about the use of bonding to pay for this if the county isn't investing itself.
Tualatin Valley Highway Safety and Transit Project	I used to ride the 57 more when my parents lived off TV Hwy and I agree that better ped connections are needed. I used to get off at TV Hwy and 170th and the ped signals at the southwest corner were bizarre to navigate, and then you have to cross an unsignaled street north of the Plaid Pantry (SW Shaw) where you have to contend with vehicles turning off TV Hwy (particularly folks turning left from the westbound lanes) barreling right toward you out of the intersection on to Shaw---point being, the pedestrian connectivity along TV Hwy needs to take a slightly broader view than just the corridor itself.
Tualatin Valley Highway Safety and Transit Project	This project serves more cities than the other projects - making it a truly Regional project. Additionally, the residents and businesses along this alignment have had less than stellar transit service despite Washington County employers funding the majority of the transit fees. Fatalities along the alignment have been significant with four in the last year. This project is key to the residents and businesses across the four cities and county. Please invest fully ($30M) in this project to make it a viable project.
Tualatin Valley Highway Safety and Transit Project	This project is a long corridor and will benefit many communities. The narrower stretches of the service lines will benefit from better location for stops and faster service so traffic can keep moving in those areas.

Tualatin Valley Highway Safety and Transit Project	This project is long overdue. The bus stops along Highway 8 have been a huge barrier for bus use since I moved to Washington County 16 years ago. The lack of safety from traffic and the weather has led many in the County to believe that public transit isn't a viable option for commuting. With safer, more attractive, bus stops (and increased service) I am hopeful that the use of the bus system will increase and help eliminate pedestrian injuries. I believe the stop at N 10th Ave is the best choice for removal. I would pick N 14th over N 12th, but I understand that N 12th is an important intersection and closest to crucial low income resources, such as Virginia Garcia and Centro Cultural. I disagree with the choice to remove the already fully constructed stop between Davis and 20th. The stop at 20th is used a lot less frequently and has numerous visibility problems. This will increase the number of pedestrians crossing the busy intersection.
Tualatin Valley Highway Safety and Transit Project	Washington County is growing and traffic on Highway 26 and surrounding arterial roads is often congested and slow, causing delays. Drivers speed and break traffic laws to make up for lost time and vent frustration. Enhancing the safety and reliability of accessing public transit would likely mean more riders. This helps relieve road congestion, helps improve air quality, and ultimately enhances the livability of the community. Encouraging amenities along the sidewalk/bike travel routes such as small stores, coffee shops, etc., would encourage individuals to engage with others in their neighborhoods which would enhance overall safety of transit riders and neighborhoods.
Tualatin Valley Highway Safety and Transit Project	This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit. Many jurisdictions are collaborating together to deliver this project which shows how supported this is across four cities. It checks all the boxes for a good project.
Tualatin Valley Highway Safety and Transit Project	I disagree with this project as it doesn't address the need to improve the road conditions of TV Highway. As a regular driver the road is in bad condition and adding/improving bus service does not benefit me. I disagree with my registration and tax money being used for this project. I would prefer that funding is used to fix potholes, make the lights operate in sync, and help drivers who pay registration fees to improve the roads, not make it better for bus riders.
Tualatin Valley Highway Safety and Transit Project	This project to improve transit service frequency, with amenities, is a complementary policy to the recent mandates in the Climate Friendly regulations. Those regs discourage vehicle parking but, by themselves, provide no improvements in transit services. Please think holistically, approve this companion piece and invest $$ in Tualatin Valley Highway transit.

Tualatin Valley Highway Safety and Transit Project	Terrible waste of money. Make an overpass for the train, schedule it differently but don't waste money helping people drive faster in a heavy residential area. People are hit almost daily, and multiple pedistrian lives have been lost.
Tualatin Valley Highway Safety and Transit Project	We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic. At $300 million - why not buy the railroad out parallel to TV Hwy and truly provide a service with real advantages. Have you looked at this option? With only a couple of businesses using the rail it is likely cheaper to provide some freight enhancements to get the businesses to switch.
Tualatin Valley Highway Safety and Transit Project	i only know about the project in my home territory and should not comment on the others. the roadwork done on tv hwy so far has smoothed the bumps and improved the flow. but it is still a danger to be on foot or bike. bus shelters are needed for our wet weather. shorter waits in the heat, cold and wet are desirable. to take the bus to work is an action of last resort as the buses aren't really scheduled for commuters. for that matter, it isn't real easy to take the bus to the grocery store. and what will you do about "last mile"? and why can't buses be able to take my little trike in a bike rack? here's my favorite transit idea--what if residents of metro could ride for free and our property taxes covered the costs. would some "car" people ride just because they were paying for it? our property taxes cover lots of things we don't directly benefit from--schools, for example. and other things we might need sometime--fire and police, for example.
Tualatin Valley Highway Safety and Transit Project	I'd like more details, but this seems like a good way to better connect west side communities. I love the FX2 between Gresham and Portland and want that type of service expanded across the region. It is a huge improvement.
Tualatin Valley Highway Safety and Transit Project	I would like to see Center Turn Lanes & Flashing Yellow Arrows get Eliminated so we can speed up Traffic to Speed Limit 55. Before the FX Service by 2030. Cause we need Streetlights in the Median with Trees. Left Turns to only be at a Traffic Signals with U Turns but No Trucks. Streetlights all the way along OR8. All of the Railroad Crossings that are outdated need to be replaced to a New One. Permanently Closed Railroad Crossings on 205th & 142nd. Also to add more Crosswalks with Traffic Signals.
Tualatin Valley Highway Safety and Transit Project	I am glad this corridor is being considered for safety improvements. I don't know if additional traffic lanes can be added but they would help.
Tualatin Valley Highway Safety and Transit Project	Number of fatality accidents and pedestrian deaths is terrible

Tualatin Valley Highway Safety and Transit Project	A good portion of this corridor has no sidewalks or bicycle lanes. There are deep ditches in many areas with no sidewalks. The traffic is extremely fast and it is highly unsafe in most of the areas for pedestrians to cross safely to transit stops. Many of the stops do not have safe places for people to wait for transit. Many of the stops do not have areas for the busses to pull safely off the road. Impatient drivers pass the busses unsafely and don't let them pull back onto the road. Dependable and safe routes to stops are needed. Many reports of people I know that had to stop riding bikes because of being hit or having very close calls.
Tualatin Valley Highway Safety and Transit Project	Line 57 is a heavily trafficked route, yet the lack of visibility makes it extremely difficult to identify bus stop locations, particularly after dark. This creates a hazardous situation where pedestrians frequently cross the road at unmarked and unsafe locations in an attempt to catch the bus. In Cornelius alone, there have already been multiple pedestrian and vehicle fatalities this year along a short stretch of Line 57—an alarming trend directly tied to these unsafe conditions. Failing to improve safety measures along this corridor is both a disservice to the community and a serious lapse in responsibility.
Tualatin Valley Highway Safety and Transit Project	I think this would server more people than some of the other projects.
Tualatin Valley Highway Safety and Transit Project	Safey is such a huge issue for this stretch of road. There are so many people who already live in this area and can make some travel shifts if the infrastructure allows - focus on helping them move safely for home, work, school, etc.
Tualatin Valley Highway Safety and Transit Project	General locations of stops are spread out quite a bit in some areas along the Hillsboro section of route; is there room for adding a stop? Weather and traffic conditions are not always ideal for long walks next to busy, fast-moving roadways.
Tualatin Valley Highway Safety and Transit Project	TV highway has been slowly improving but it's definitely not up to other street standards. There are alot of pull outs/stops to turn. It'd be nice if these hot consolidated to minimize slowing, and create a safer pace. Businesses need to share more egress/ingress to parking lots. Just drive between 170th and 198th, there are alot of places people can suddenly stop.
Tualatin Valley Highway Safety and Transit Project	This project is very expensive and bloated for what is essentially an upgrade to what is already a very successful transit line. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle before giving it bond funding!
Tualatin Valley Highway Safety and Transit Project	See above comment
Tualatin Valley Highway Safety and Transit Project	Yes yes yes please fund

Tualatin Valley Highway Safety and Transit Project	Cars can reroute. Prioritize transit and safe crossings here.
Tualatin Valley Highway Safety and Transit Project	This is a high ridership corridor and will provide critical boost in service for low-income communities. I strongly support this project. This project should provide dedicated bus lanes for the length of the corridor.
Tualatin Valley Highway Safety and Transit Project	Cancel plan as it is. Focus on Transit only. Instead of expanding traditional suburbanization, let's try a non-auto focuses development.
Tualatin Valley Highway Safety and Transit Project	The Tualatin Valley Highway project is a high-impact investment that improves safety, access, and transit performance along a key regional corridor. Upgrading Line 57 to FX Frequent Express service will benefit riders across Washington County, connecting major job centers and communities with faster, more reliable transit. The project enhances pedestrian safety with new crossings and accessible stations, supporting both local and regional mobility. It is shovel-ready, leverages significant federal and local funding, and directly aligns with equity and climate goals. This project deserves strong support and prioritization.
Tualatin Valley Highway Safety and Transit Project	Seems fine.
Tualatin Valley Highway Safety and Transit Project	TV Highway is not so much a part of the region's ""core"" but connects many nodes of higher density communities and affordable housing. Distances between signals is too great and encourage poor pedestrian behavior as captive transit riders rush to access transit stops. Poor or missing sidewalks makes transit stop inhospitable. All this with a backdrop of high existing transit ridership and great ridership potential.
Tualatin Valley Highway Safety and Transit Project	Tax payers cannot afford this
Tualatin Valley Highway Safety and Transit Project	Bus rapid transit is an excellent idea for TV Hwy. We need to reduce congestion and improve transit travel times on this route. Pedestrian safety to access westbound stops is also critical between 209th and Murray where TV Hwy runs adjacent to the railroad with no sidewalks and signalized crossings are very far apart. This project could capitalize on recent work by ODOT to improve crossings here. This project will help more efficiently connect employment in Hillsboro, Central Beaverton, and transit connections to Portland with riders in Aloha, which has some of the most affordable housing in urbanized Washington County.
Tualatin Valley Highway Safety and Transit Project	We're dying out here.
Tualatin Valley Highway Safety and Transit Project	Please stop wasting money on trimet !! It is a failed business and needs to be put down. The amount of money wasted each year could purchase more than enough private travel vouchers to cover transportation for those that need it..
Tualatin Valley Highway Safety and Transit Project	Good, important project on an incredibly dangerous stretch of road. Would love to see it come with lane reconfiguration to make this corridor much safer.

Tualatin Valley Highway Safety and Transit Project	TV Highway is one of the most dangerous roads in the state for pedestrians and cyclists. Yet because of our zoning rules about apartment construction, many low income residents live in apartments along this corridor, and are far more likely to rely on the bus. Improvements to this corridor will help reduce traffic congestion and give residents more options for transportation.
Tualatin Valley Highway Safety and Transit Project	No new taxes
Tualatin Valley Highway Safety and Transit Project	TV highway is one of the more congested corridors within the Portland Metro area. It is a major commuting route from the suburbs into the Portland Downtown. By providing faster and more reliable transit it will help with mode shift to transit by making bus travel time more competitive with auto travel time.
Tualatin Valley Highway Safety and Transit Project	Proposed FX service is not enough along this corridor. The right-of-way of TV HWY is more than wide enough to accommodate true Bus Rapid Transit (BRT), with separate transit-only lanes and transit signal priority for the entire route.
Tualatin Valley Highway Safety and Transit Project	I hope this gets funded!
Tualatin Valley Highway Safety and Transit Project	I wish Cornelius are able to keep all 3 stops because all 3 of them get used. I also know that it would not be possible. So, please keep 2 of the 3 for the community.
Tualatin Valley Highway Safety and Transit Project	I think that the ridership and safety concerns on the TV highway corridor more than justify the price of the project. I think it would do much to modernize and improve road and travel conditions for both bus riders and drivers on TV Highway, and I think that the communities of the west side of the metro area deserve this kind of investment.
Tualatin Valley Highway Safety and Transit Project	Too much speeding Asphalt is failing Hillsboro is the bottleneck, also Reeds crossing and Cornelius We need a westside bypass 0ver the west hills to alleviate congestion Complete TriMet pullouts to get them out of traffic lanes
Tualatin Valley Highway Safety and Transit Project	Please ensure we don't get some halfway solution on this project. I'd like to receive similar treatment to the sister project on 82nd. Portland/ Multnomah County shouldn't be the only ones that get nice infrastructure.
Tualatin Valley Highway Safety and Transit Project	This is sorely needed.
Tualatin Valley Highway Safety and Transit Project	Can we Permanently Discontinued on Freight Trains on TV Highway? Cause we don’t want people to die. Rather to be Grade Separated or move it somewhere else in the Farmland.

Tualatin Valley Highway Safety and Transit Project	TV Highway needs 7 Lanes from Hillsboro to Beaverton, if no room, Eliminate the Center Turn Lane to Trees & Streetlights. Eliminate the Flashing Yellow Arrow for BRT FX Service when it arrives in 2030. Whole Entire TV Highway needs to be Repaved. All Railroad Crossings needs to be Upgraded. Someday all of them need to be Grade Separated Bridges Only or move the Trains in the Farmland.
Tualatin Valley Highway Safety and Transit Project	I support this project, but don't have much to say as it is still in its infancy and details are crucial here. I hope that substantial bus priority is made along this corridor and we don't fall for narratives that poor people drive and rich people take transit.
Tualatin Valley Highway Safety and Transit Project	No more bonds, no more spending! We are broke.
Tualatin Valley Highway Safety and Transit Project	This is an important project to improve a primary transit line on the westside. My only concern is if it can move forward in a timely manner if the envisioned state funding doesn't materialize.

Appendix E: Online Survey Comment

Responses to open ended question: What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?

What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
A lot of people are worried about what happens if we lose federal funds. I support just plowing forward and seeing overstepping executives in court, but I think if our leaders are going to be bullish, we need that bullishness named explicitly. Or (and) have a Plan B.
The projects should be reginal in nature. Allowing a project that serves an elite neighborhood in NW Portland is not a regional project and should be shouldered by the City of Portland, Portland Prosper and the surrounding property owners - not by the region as a whole.
Priority in funding should be given to a project (s) that impact a broader community base than an isolated service area.
Westside transit has lagged far behind the east side for areas beyond the MAX corridor. Tualatin Valley Highway has affordable housing, growing density, and key employment centers. This is an excellent opportunity for Metro to support transit that will truly change the way people travel in this corridor , reduce congestion and vehicle emissions.
We need safe and reliable public transportation to decrease vehicles on the road and improve travel options for individuals who don't own and drive a vehicle. Safe public transportation begins at a rider's home. Sidewalks, good parking, clear and well-lit pathways and shelters make travel to access public transit safer and possible. New housing developments are being proposed that do not include parking for residents to encourage them to access public transportation. However, without safe and accessible methods of accessing buses and trains, residents will not use them.
Projects that will lead to construction should be prioritized for bond funding.
An important equity consideration in transit services is the opportunity to reduce travel time for riders in the furthest out communities such as Cornelius and Forest Grove.
Pedestrians, wheel chair users, and bikes should be a priority. Increasing flows if traffic increases noise and decreases safety. There is no school zone near McKinley, fix that. There were two teens killed by someone flowing down 185th. Slow traffic not increase speeds.
Consider all road users and allocate money evenly and efficiently
Prioritize bicycle, bus, and pedestrian improvements.
Making Portland safe for those who choose active or public transportation over personal use vehicles should be PRIORITY ONE. This will create a legacy of a healthy, enjoyable community for generations to come. Car use harms people, air, and neighborhoods.
hurry--who knows what the fed will cancel next.
I suggest using the extra step 1 money to either add to step 2, or pay off existing debt. None of these projects are of sufficient scale for using bonded debt as leverage.
Now more than ever, I think it's imperative to issue these bonds to access federal grants to complete projects faster and at lower, known costs before us today, rather than drag it out and allow costs to rise and potential federal grant programs be cut.
Can we start with 185th at Baseline? It is a Bad Intersection for Railroad Crossings, we need a Light Rail Bridge at a Later Date. TV Highway needs to Eliminate the Center Turn Lane for a Streetplants & Median Streetlights. Left Turns to only approach at a Traffic Signals with U Turns but Not Trucks. Flashing Yellow Arrows to be Eliminated before the FX Service starts in 2030. Downtown Beaverton needs a Major Makeover, We need Wider Sidewalks, Bike Lanes, New Trees, Streetlights & Rebuilding a Intersections on New Traffic Signals & Railroad Crossing Replacements on Hall & Watson & also the Whole Entire TV Highway were its Outdated. We would like to infill Sidewalks & add more Crosswalks with a Hybrid, Hawk or a Regular Signals along TV Highway between Forest Grove to Beaverton
We need more attention to improving bicycling access in the Metro region. According to PBOT's 2024 bike counts biking has declined by 41% over the past 10 years. These projects do not do enough to redirect space from cars towards other modes. We need a system of all ages and ability protected bike lanes. Victoria BC has increased their bike ridership to 13% and rising with a 60 million dollar investment. The Portland Metro region needs the same.
I am a TriMet bus driver on Line 57 on TV Highway every day, and these safety improvements are seriously needed and long overdue!
This is not a time for spending. Majority of the proposed projects seem non essential. The only project that seems prudent is the burnside bridge due to the lack of other safe bridges available in case of a major event. Otherwise focus on lowering the budget, debt, and expenditures. We want our younger generations to have a chance to be successful in future rather than having the burden of constant debt and inflation.
The bridge should come first, in case of the big one.
Focus funds on projects that will actually be built and will create new housing development.
It is vital that Metro consider the geographic breadth of their investments for a major bonding project such as this. As a resident of Portland, I am excited to see several major Portland investments that would impact be directly. However, I hope that Metro Council weighs the importance of non-Portland Metro investments - especially in Clackamas County, which has historically seen fewer investments than Washington or Multnomah counties - as part of their final decision.
Why can't we get a max train that comes into St Johns?
Help the highway function like a through highway designed to move trucks, cars, and transit. Many of the safety issues are due to neglect from ODOT.
Prioritize transportation options for the most vulnerable populations to get to/from destinations safely. Often public transportation is the only option to get where they need to go for work and shopping. When there is no option for a personal vehicle, safe and dependable public transportation, bicycle and pedestrian options are important.
I believe decision-makers should critically evaluate and consider removing certain proposed projects that do not provide broad community benefit. Projects that primarily serve a limited geographic area—and whose advantages are not equitably shared—should not be prioritized for regional funding. For example, the Portland Streetcar expansion does not appear to be a necessary investment when compared to other proposals with wider impact. Additionally, many of the projects on the list are still in the early stages and are only seeking design funding. In contrast, the TV Highway project is moving into the construction phase and has strong, multi-jurisdictional support from several cities—not just a single municipality. That level of regional collaboration and project readiness should weigh heavily in funding decisions.
I'd like to see a focus on density of people already using transit or who are close enough to make the switch and safety for pedestrians, people needing to access. Many choose not to walk in these areas due to safety and landscape (no shelter, trees, cars whizzing by) even though the areas have many residences and businesses.
What are the consequences of borrowing/spending future funds?
I think it's a poor use of limited flexible federal funding to tie up funding for debt service on these bond issuances for huge mega-projects that are early in project development and may not even move forward in the near future given the lack of federal support for discretionary grants in the current administration. I think at least half (ideally more) of this funding should be moved to the Step 2 projects, which are well-scoped, benefit our communities, will have a greater positive impact in the near-term, and do not depend on federal discretionary grants to move forward. It's shocking to see about twice as much funding be proposed for this bond step, rather than the excellent projects described in the Step 2 applications.
Slow the cars down Make crosswalks safer Time the lights to make traffic flow better from light to light
Screw your projects and fix the roads that are already here!
I support prioritizing construction ready projects over planning projects.
I'm interested in funding projects which will make the biggest impact for either the largest number of people or for the most marginalized communities.
Maintain focus on the highest impact (historically disinvested/disadvantaged) areas and populations.
Decision makers need to prioritize projects that reduce VMT and reduce regional transportation emissions.
I'd like to see more transit related projects being funded since that is the highest value type of project. It benefits not just transit users but can also benefit people walking, rolling, and driving in the area through advanced signal timing and new technology.

We need to focus on Climate Change. Metro seems to continue to kick the can down the road. For example, the ODOT plan to widen I-5 through the Rose Quarter is an example of 1950 style of auto dependent development.
We should focus on transit and active transportation, rather than building highways such as the Sunrise Gateway corridor.
I'm reluctant to support any further expansion of the max because of safety and rideabity concerns, and because it is so easy for riders to not pay for service.
Funding to projects which serve the highest number of people should probably get the highest priority.
Please make an earthquake ready bridge connecting the west and east sides a priority.
As decision-makers consider the Step 1A.1 bond proposal, I urge them to prioritize funding projects that best leverage federal matching opportunities, demonstrate clear readiness, and provide the broadest regional benefit across all three counties. While the total requested exceeds available funds, the proposed distribution supports a balanced portfolio of capital investments and first/last mile improvements, and it recognizes the importance of both urban and suburban transit needs. Projects like the Tualatin Valley Highway and 82nd Avenue FX transit corridors are strong candidates—they are shovel-ready, leverage substantial federal and local match funding, and directly serve high ridership, equity-focused corridors. These improvements will have near-term impact on reliability, safety, and access. I support strategic investment in foundational work such as Clackamas County's Sunrise Gateway Corridor, recognizing that planning dollars now unlock construction dollars later. However, since it is still in early development, it may merit a slightly smaller share than more construction-ready projects unless paired with strong future funding assurances. The Earthquake Ready Burnside Bridge has clear multi-modal and seismic resiliency value, but its total cost is so high that regional dollars should be seen as catalytic, not sustaining. The Montgomery Park Streetcar extension is innovative and supports land use and housing goals, but its return on transit investment must be weighed carefully against more urgent regional mobility needs. Overall, I support the proposed bond, but urge rigorous project readiness reviews and require transparent updates on leveraging additional funds. The goal must be timely delivery of benefits to the traveling public while ensuring long-term financial sustainability of the flexible fund program.
Does it make it safer for all users, not just faster with people in cars?
All projects on hold as the budget is at a deficit. This list needs to be when we have a surplus of funding with responsible leaders in charge.
Prioritize making existing, older infrastructure and transportation corridors safer and more accessible.
Please consider high impact areas, regional benefit and communities that have been historically underserved. The 82nd Ave Transit Project and Earthquake Ready Burnside Bridge and the TV Highway Safety/Transit project all meet these priority requirements. Teh Portland Streetcar Montgomery Park Extension Project does not.
The Earthquake Ready Burnside Bridge project is a critical one for the entire region and State and needs to get funded ASAP.
This pot of money is too small for Metro to fritter it away funding either proposals or providing only 10% of the total construction funding. If a project is able to secure 90% of needed funds, it will probably reach 100%. Metro will essentially end up funding cost over-runs. There are too many projects on this list. There are too many projects with just "bullet point", wishful, funding sources. The 82nd Ave and Montgomery Park projects make sense to me. Sunrise Gateway I do not understand based on the graphical presentation. Burnside Bridge is a boondoggle; distinct parts of town will in fact need to stand alone after a major earthquake, and it is not clear to me that the proposed bridge could stand a 9.x scale earthquake. I am for improving TriMet Line 57 but these Metro funds should not be part of the way forward, in my view. TriMet is using future projects to fund core operations and capital (like busses) which it doesn't have ridership for, when taken as a whole.
Please support and fund these local investments. Not only do they support transportation improvements that help each community, but they also help to keep employees working during the time of a potential recession. Fund as much as you can because materials, labor and land will continue to increase in price. We've seen the results of under-investment in Oregon and we're now paying the price for that.
The Sunrise Gateway Corridor project is critical. The $15million investment will support greater access for Clackamas County businesses and residents. It will help to support transportation options, job growth and access to housing options; investing in local community to help reduce commuting, keeping people within the communities where they can live and work. The County took a collaborative approach to engaging the whole community in conversations to ensure we have a vision match. The Sunrise Corridor Community Vision Plan was developed in partnership with members of the local community and key stakeholders. The public provided meaningful feedback to develop a shared vision that reflects the needs of the present-day community, as well as those of future generations who will live, work, visit, and play in the Sunrise Corridor community. We encourage you to support the Sunrise Gateway Corridor Project.
Some of these projects are for more immediate need for safety (EQRB, 82nd Ave., TV Hwy.) while others have a questionable need (Montgomery Streetcar, Sunrise Gateway). Instead of spreading this money around geographically, prioritize the limited available funds for projects that have a demonstrated safety need.
Sunrise project is the ONLY one I would like to see. PS: YOU do not listen to the people. Just see the MILLIONS more for the Burnside bridge to make it ""pretty"" instead of functional. What a WASTE.
The Sunrise corridor/HWY 212 project is long over due. I have lived in Damascus for 37 years and have seen what Hwy 212 looks like on a daily bases now. Please make it a priority over a Streetcar project that no one will ride(except the homeless and druggies) anyway. Oregon has some of the highest taxes on gas and registration fees and yet our roads are not keeping up with the population. Oregon needs to look at other states and see what they are doing and how they are actually making their funding work for better transit (roads).
The light at carver is too long. It causes more congestion than help.
The only one I want funded is the Burnside bridge.
We should focus on funding projects that are gearing up for construction, so communities can see real improvements in the near future.
Before you embark on these larger projects you need to address the issues that are creating more emissions and more accidents. 1) The lights on a lot of streets are not synced and there is a lot of waiting at these lights. Today I sat at two different crossing lights with no pedestrians and no vehicles. 2) The problem with the current condition of our streets with multiple pot holes and sunken man holes where drivers swerve to miss these causing issues with the narrower streets. Citizens want to see these immediate issues addressed like 82nd is proposed, but they deal with these in their community daily. Amy Peterson East Portland
#1 priority should be the Burnside Bridge
Looks and sounds like continuing more of the same shite that has Portland as the trash it is Use every penny on education, not aesthetics. Poor use of funds that shouldn't be available in the first place.
All of these projects are important. Please fund them as best as possible.
Those are horrible uses. Stop with anything light rail. Complete waste of money. Fill pot holes already.
There's no way I'd support more funding for Multnomah County. As a progressive, I'm embraced by your priorities and by your mismanagement of funds.
All of these projects are critical public transit and infrastructure improvements & investments.
Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.

Do not put any more tax burden on us. We can't pay more for your bonds. Living in the hell-hole of Multnomah County, I already pay way too much for too little.
I don't know anyone who wants Metro involved in Clackamas county. We voted NO on bringing the transit center on McLoughlin and Park and somehow it was brought in anyway. We did not have a visible homeless and drug problem before the center was built but now we do. We do not want painted traffic lines on the roads. We do not want more metro. We have some roads that are so full of potholes that they are barely navigable. We would like those fixed instead of creating new roads.
Highway 212 is a vital part of the community's transportation system. It is of the utmost importance that we make it more functional for all the people whose lives are directly affected by it.
These are all worthwhile projects. These days the focus should be on project that reinforce the region's core and serve the greatest population - and greatest potential transit riders. Transit's mode split has declined and we need to bolster transit as a safe, attractive and competitive mode. Project should compliment the region's emphasis on affordable housing and jobs access.
The Sunrise Gateway project is decades overdue and would provide significant impact to the residents of Metro and Clackamas County. It is a very well-traveled highway for business, freight/trucking, residence and a key road that connects to 26 and over Mt Hood. There are currently significant safety concerns on access to transit and disconnects for biking and walking paths on top of the most pressing issue of congestion.
Keep Metro out of road planning in Clackamas County
Taxes are already not affordable.
No bonds for the Sunrise corridor - it needs to be tolled!
We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.
Needs more bike friendly options
Please make decisions that don't line people's pockets and use the funds to enrich all lives in happy valley. Most people moved out here to run from the city but now we don't have roads & schools to fit the growing population. We have no connections to the city of happy valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. Thank you
There are many underserved areas of Portland and this should be considered in deciding which projects to fund. But earthquake readiness (on bridges in particular) affects everyone.
Stop building large neighborhoods in Estacada, Sandy and surrounding areas knowing that all of those dwellings will require more people to drive on those roads and further compound safety issues, increase fuel consumption, and further congestion roads. Instead, build more sweeping in Clackamas or Portland knowing that's where people are going to have to go to work.
I support improving our public transportation, it is important to work on car centric projects as well, but improving public transportation FIRST to give people that option before widening or building new roads allows for more connected communities.
Thank you for honoring your commitment to being a regional organization that supports areas east of 82nd and west of Washington Park. I'm glad to see projects that bring walkability and better transit to areas further from downtown Portland with naturally occurring affordable housing.
We're out here dying.
We need to make tough decisions. In different funding scenarios, we have had the luxury of spreading funding throughout the region to advance projects in multiple communities but the reality is, that is not the case anymore. While there is not enough funding to go around at the regional level, cities and counties also have no access to additional funding. We need to advance a bond scenario where critical projects have the funding the need to move forward with the recognition that cities and counties have no additional resources for these projects and additional money from state/federal sources is unlikely. Not meeting the requested dollar amounts for one project in an effort to allocate funding to a greater number of projects puts all the projects at risk. We should fund the 82nd Avenue Transit Project, TV Highway Project and Burnside Bridge. While I understand the value of the other projects, they do not rise to the level of advancing regional priorities that those three projects do.
Projects that add rail infrastructure and protected bike infrastructure are most important. Rubber tire microplastics from fast cars and buses are harmful.
If you're going to issue regional bonds the funds need to be used on projects that really benefit the whole region. Why would we issue a regional bond to fund early design costs of projects? Bonds are typically only issued to get construction done. Why would be spending all this regional attention and money on transit projects that only benefit a small percentage of the population? Instead use it to build roadway capacity that benefits the vast majority of us.
Trimet is already losing billions of dollars a tear. Why are we trying to throw more money at a failed model? I would think fixing failing roads and infrastructures in the county would be a better use of funds.
Please prioritize projects that would have the greatest impact for people who take the bus. We need more investments into public transit and other safe, environmentally friendly ways of moving people around the city.
Clackamas/Happy Valley is getting WAY bogged down with traffic. Our roads cannot support the growth the city has allowed. We desperately need improvements to the Sunrise Corridor to help ease traffic.
Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.
No tri met and no metro . Please stay out of clackamas county
The earthquake ready Burnside bridge project is the most important proposed bond package to consider
How to serve communities that have been harmed by the impacts of Metro business operations historically. Particularly Portlands working class and low income communities of color. Ex. Building the Metro building where I-5 and I-84 meet contributed to gentrification of families that now exist in far NE Portland
As the metropolitan area grows, transportation safety becomes a bigger and bigger concern, we need to be investing in infrastructure to ensure our children and families have safe and efficient ways to move about the areas in which we live, work, and recreate.
I'd appreciate them to consider racial equity as a factor in their decision making, with historically marginalizing factors like redlining making a significant impact on urban planning.

EVs along with ICE vehicles needlessly destroy the environment through resource mining,manufacturing processes&going to landfill in mass droves. So much urban space is squandered on parking&other paved over autocentric wastes.They perpetuate urban sprawl&cities that aren't navigable as a pedestrian or bicyclist&are inhospitable to humanity.EVs add to traffic congestion.Putting the financial burden of transportation inefficiently on the back of the individual is regressive&hasn't been the norm for even 80 years.We need to invest in rail that's properly implemented as it is overseas.We're suffering from decades of trickle down economic austerity disenfranchisement&a lot of marginalization(eg Robert Moses's racist redlining urban renewal)is through divestment of public works/infrastructure,utilities&programs to help the American people.Commodification of societal needs&normalization of rampant consumerism for privatized profits is what put us in this mess.W/ the inevitability of the Cascadia High Speed Rail route we should proactively build complementary rail. We cause so much unnecessary death,injury, hardship for the injured,disabled,stress,etc. by continuing car dominated city idiocy.Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines,streetcar grids&trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work&local economies downtown.Our roadways are overcrowded&no amount of adding lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags&bottlenecks down the road.We can rebuild cherished structural heirlooms of civic pride destroyed by financial&environmental disaster on space reclaimed from cars to serve social capital&green initiatives.We can resurrect lost local landmarks with green technologies such as hempcrete.We can build on our proud electric railway heritage freeing us of car chaos for transit justice instead!!
As a High school athlete at Adrienne C. Nelson High school, it's hard for me to get straight from school and go to practice because I have to sit in traffic for at least 10 minutes every time school gets out. We would love it if there were more ways to get out of ANHS, so we can get to practice sooner.
Spend less money...there has to be a less expensive way to do these projects or delay them for now
Hwy 212 is in need of improvement for safety .
Our roads are falling apart. City buses impact roads far greater than cars. Slowing cars by by reducing lanes of traffic causes more pollution and diversion into neighborhoods.
Concerned about committing to bond issuance prior to distribution of federal funds, which are now unreliable, and about the likelihood of steep cost increases in the future.
Fully supportive of the proposed package, but concerned about potentially pulling $2.5 million from the Step 2 projects. It should be a priority to find another way to fund this piece, or to make sure that "Clackamas" projects in Step 2 are not penalized by this decision.
I generally dislike roundabouts. If they are installed they need to be of a size sufficient to mak enavigating them feasible for large trucks so they don't end up crossing both lanes or having their loads shifted from the centrifugal force of the turning required to navigate them.
Fund transit, not roadway expansion.
Prioritize historically marginalized communities
This is the only way we can pay for infrastructure improvements. It's a no-brainer. Just make sure to be smart with the money and not waste it on over-planning and politics. Just get the work done.
sidewalks are needed to make this area safe for families to walk.
It is inportant to keep our aging infrastructure safe in the future.
Spending against future dollars for public transit that doesn't fund itself and only serves a relatively smaller percentage of the population seems like a misuse of funds when we have larger state-wide budget issues. Road conditions and maintenance in the metro area is already awful and we seem unable to maintain the infrastructure that we already have.
All of these look like great projects, but if you don't get the Burnside bridge seismic done we are in a heap load of trouble!
Car dependent west side of the Portland metro area needs investment and attention. Also, a huge priority should be earthquake preparedness across the region, and the Burnside Bridge is a major part of the project.
NO MORE TAXES. DO YOU UNDERSTAND THAT CITIZENS DO NOT NEED ANY MORE TAXES? Use what you already get wisely
Make clear if this involves raising my taxes I will never vote for it
While some projects help citizens in immediate areas, others help everyone in the States. Take into consideration the the rural aspect of growth.
No new taxes.
Don't wait, we need improvements now.
Clackamas County is in need of improvement on HWY212. The stretch of HiWay from 122nd through Boring to where it connects with HWY26 to Sandy, has been in need of expansion for at least 20 years. The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time METRO helped the working folks of Clackamas County.
Be brave enough to make hard decisions and get this important work through. Especially the Hwy 212 project. The project cost will continue to increase with inflation so urgency is important. Last, strive to bring local communities on board and it will help build the will.
Go for it!
Our region is long overdue for a major seismic event, and our current infrastructure is not equipped to support a swift or effective recovery. Much of our bridge network is aging beyond its intended lifespan, and according to verbal statements from ODOT, many of these structures are expected to fail completely during a significant earthquake. In such a scenario, bridges could be out of service for 4 to 7 years, depending on the extent of regional damage. Critical river crossings over the Willamette and Columbia will be severely limited, with only the Tilikum, Sellwood, and Ross Island bridges likely to remain passable. This would effectively sever access across the city and region, as most roads, highways, and waterways will be closed or impassable. In the aftermath, public transit will be a lifeline—particularly for individuals who lose access to homes, vehicles, or alternative modes of transportation. However, without additional resilient crossings, maintaining transit service north of the Tilikum Bridge will be nearly impossible. Investing in seismic-resilient infrastructure now is essential to ensure equitable recovery and regional mobility when disaster strikes.
Please consider necessary improvements. Yes, we could always invest into faster transportation opportunities, but this area needs to focus on improving its infrastructure first. Portland Metro had a boom of light-rail/streetcar/rapid bus routes etc. but it is time to focus our investments on areas that are not or will not serve us in the near future. When 'the big one' hits, everything will be gone, and the communities left stranded will perish. We need a new bridge that emergency responders can get over. The 212/224 highway is overly congested and no longer effectively serving its purpose. It is swiftly deteriorating due to the increased traffic of Happy Valley, Damascus, and many more. Rehabilitating our infrastructure is what's needed at this time. Please divert the money into necessary improvements, not wanted improvements.
Building the Montgomery Park streetcar extension is a great way to encourage development in NW Portland.
This will have a large affect on people lives and many communities rely in some ways on the transportation. Cutting stops to make the transportation faster may have a negative affect to the community. There is also the chance that local cities may not be able to support the difference in funding for the project. This is due to current changes in the market and the federal government. Overall, please be careful. These decisions are difficult and I do wish the Trimet, other community partners the best.
Let's invest in the future we want! Better transit! Safer streets! Future resiliency! All projects (except Sunrise) are necessary and will provide huge benefits for the region
Make the most of our tax dollars
I'm supportive. Good representation across the region. Let's get it done!
So pending funds where it benefits the greatest number of citizens. Mass transit projects serve a select few, so I wish funds would go to improvement's for vehicle travel, not transit/bus/train/ bike etc.

The Burnside bridge and 82nd corridor are the most important projects on this list. Earthquake resiliency is incredibly important for the safety of the region. Additionally the 82nd street project addresses long standing disenfranchisement of the Asian American community in Portland. That are is frequented by an innumerable amount of people who either live in or visit that area. Please consider these two projects a priority. I will add that the Montgomery Park extension of the streetcar feels like a waste as someone who lives off of 23rd. Unless it's a completely new line, which it doesn't seem to be, the extension will increase ride time in an already overly condensed ns streetcar experience.
As decision-makers evaluate the proposed bond package, it's critical to recognize that investing in the Sunrise Corridor is an investment in the future economic vitality of our entire region. Without upgraded infrastructure, we risk missing out on transformative opportunities—opportunities to create jobs, attract private investment, grow local businesses, and improve quality of life for families and workers alike. The cost of inaction is significant: congestion will worsen, businesses will look elsewhere, and the region's full potential will remain untapped. This bond package is not just about roads and bridges; it's about opening pathways to prosperity, ensuring that our community remains competitive, connected, and positioned for long-term success. We urge you to see this project not as an expense, but as a strategic investment with far-reaching returns—for today's residents and for generations to come.
I think this is a horrible waste of money. People who chose to live out this way do NOT want it more accessible, do NOT want more bus routes and do not want it more populated. More people in this area will add more tread on our natural areas, and will not improve traffic. It will not eliminate traffic it will just redirect it to bottleneck somewhere more convenient for everyone except locals. Instead of having traffic bottleneck at the expressway and 212 it will bottleneck at 172 and 212 so it just pushes the problem east and will affect more residents. More traffic and over passes will unfortunately result in an influx of unhoused people which we don't have much of here right now. Why create more problems? It's a terrible idea and I hope this gets squashed before it gets started. Terrible for land and locals.
Please fully fund the Sunrise Corridor Project at 12.5$ Million Dollars. I appreciate that this package includes important projects from around the region.
The Sunrise Corridor deserves its fair share of regional investment. For over four decades, this area has been kept at the margins and because of it, its infrastructure is failing its communities. The Rock Creek Junction where Highway 212 and Highway 224 meet is central to the obstacles in this corridor; investment in this critical roadway will unlock economic and housing potential that the region and state desperately seek. Improvements in the area would create a safer more vibrant community along this corridor and would make critical progress in the area's access to transit moving forward.
Focus on projects that support activity and access to Portland, that support shared transit, and enhance resilience.
No more transit ridership demands a transit reduction not increases only one real major road expansion in last 30 years was 213 . Finish the sunrise is all we want been waiting for since 1999 when the not so bright Gov K killed the fully funded project stop the urban anti car madness this is USA not Europe!
I don't want to pay jack shit for Clackamas and Washington counties when people move out there to avoid paying Multnomah taxes. Let them pay for their own damn improvements if they want to live out there. Be transparent about the financial increases we face from your projects. We want progress, but we are so sick of gift. I'm voting down every single request with a vague suggestion about financial increases instead of a clear outline of the costs.
At a time when transit and active transportation are neglected by the state transportation, it is Multnomah county's responsibility to advocate for transformative projects which prioritize alternate modes in our urban centers. Many of these projects nominally accommodate other modes but details are elusive and projects capitulate to cars at every turn. The 82nd ave project must have bus and turn lanes along the entire corridor, but we should really be considering further motions to prioritize speed and reliability of buses in this hundred-million dollar project. Of larger concern is the choice to use hydrogen buses, which likely will be fraught as Trimet has struggled to source normal diesel articulated buses in the FX2 division project. These buses suffered serious issues on 3 separate occasions, and the manufacturer ended up leaving the us market. How can we say we are prioritizing transit users when we are choosing less reliable vehicles? I dream of a world where transit projects are transit projects, not omnibussed to create a jobs program or leverage federal funding for a street rebuild. I think transit is worth pursuing in its own. The Montgomery park streetcar project nominally expands the streetcar network, but also refuses to dedicate lanes to transit, and often places parking spots to the right of streetcar tracks. This will result in parked cars blocking the streetcar, which cannot move, unfairly impacting transit riders for the convenience of drivers, who tend to be whiter and more affluent. The burnside bridge project is excellent, I have few notes other than a desire to activate west burnside and shift it from a thoroughfare to a place, as I live there. The TV highway project is too early in the planning stages to tell but I support it. I do not support the sunrise corridor project without a substantial transit investment. Multnomah county cannot subsidize sprawl and freeways. The trump administration will do that for us.
Can we keep the Existing Lighthouse Controllers on Burnside? While we replace the Whole Bridge with a New Arch Spans. It needs to have 7 Lanes. 3 Travel Lanes in each Direction with a Bus Only Lane on Eastbound.
There is no reason for this bond. Debt service will make it more difficult for future managers to do their job. Transit officials should live within current budgets. Moreover, some of these projects are terrible, especially the streetcar extension, 82nd avenue, and the Burnside Bridge replacement. These three will just make congestion worse by reducing space for the dominant mode of travel, motor vehicles.
Being ready for an earthquake feels a lot more important than the other choices as the bridges connect east to West.
We need better more frequent transit options connecting Clackamas/ Happy Valley to Portland. Currently the Sunnyside Road bus that connects to the CTC transit center only runs once per hour. this makes a commute into Portland nearly impossible in a timely manner especially since the CTC transit parking is not safe to leave a car all day
Please ensure that there is strong leverage from other funding sources to ensure the added cost of bonding makes sense. Please also make sure the projects funded will be able to get to construction with these funds.
Prioritize projects that address climate challenges including public health impacts, extreme weather events, and air quality. Emphasis on projects that reduce vehicle miles traveled and benefit communities of color and environmental justice communities.
They are all good projects but I feel we must prioritize the Bridge due to the very real reality a devastating earthquake will hit the region making all Portland bridges impassible for first responders and those needing to cross to aid loved ones.

Appendix E: Online Survey Comment

Responses to open ended question: What else would you like decision-makers to know?

What else would you like decision-makers to know?
some communities along this project have limited resources, so being able to partner with other, larger communities and receive bonding opportunities makes the improvement feasible for them.
Roads in Washington County were designed for cars, not for people walking, using a wheelchair or riding a bike. The side streets and pathways should be safe methods for travel for people of all ages and abilities.
Consider making greater pedestrians and bike access. Not everyone drives or needs to.
We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic. At $300 million - why not buy the railroad out parallel to TV Hwy and truly provide a service with real advantages.
Crossing the street should not be a game of frogger.
see above.
First, don't do Step 1A1, but if you do, please select only 82nd, or TV highway, or maybe both.
We must leverage everything we can to unlock federal funds while they are still available. Costs will definitely be more in the future. Now is the best time to make this happen.
We need to make Safety Happen, TV Highway is a Dangerous Corridors
Please do not give money to projects that are not following the law. BikeLoud currently has a lawsuit with Portland for their failure to adhere to the bike bill which includes 82nd. The 1971 state bike bill law says that whenever a street is reconstructed you have to add bicycle and pedestrian facilities. The current 82nd plan does not create ada compliant sidewalks or provide any bicycling facilities.
Excessive spending and debt has to stop. Less is more.
Max grade separation is a better use of time and resources even though these are excellent projects
While it is a difficult decision to pick between projects, I believe that projects that focus on immediate and broader impacts should be prioritized over other beneficial, albeit not as wide-ranging, projects. I believe that should a project need to lose some funding to ensure that the Sunrise project receives full funding, it should be the Portland Streetcar extension. While this is a key resource and important to other investments in this portion of the city, a streetcar is not as vital of a service as transit, safety, or the planning inherent in the Sunrise project.
I have seen many near misses of auto vs. pedestrians and heard first-hand stories of people having to dive into ditches to avoid being hit. Safety is a must for all populations, but even more so for vulnerable populations that make this a high ridership line that is spread through many communities.
This is important for many socio-economic reasons: location, length, ridership, diversity, connections, etc.
Focus on places where people are already located, people are already using or receptive to alternate modes to get to work, schools, homes, that already exist and that public investment can bolster. Make sure people in the area who want to stay can through anti-displacement programs for residents and businesses. For both these corridors - consider how to get people from nearby residential areas safely to the corridor (first and last mile issues - so many people are already in these areas if you can get them using the corridors more efficiently and with a feeling of physical safety - people should not feel afraid/vunerable traveling these corridors.)
Many of us struggle with the ever-increasing cost of living, how is spending future funds now impact availability of funds for unforeseen expenses or increased costs?
I'd love for some street trees to be installed near bus stops for enhanced the natural beauty of the areas. Tv highway is lacking alot of the common street scaping you see on newer roads. Personally, I think cherry blossoms up and down tv highway would really enhance the roadway and calm people. It'd also help with the road noise for nearby neighborhoods. You can hear the train for miles when it's crossing any street.
Please do not tie up our precious flexible federal funding with debt service on speculative mega-projects that do not have a good bang for the buck, are dubious in their benefits given the high costs, and depend on discretionary federal grants for funding. Interest rates are going to go up, and debt service is a bad idea. Just fund more of the Step 2 projects!
Spend the money wisely Safety first No flashy, blingy stuff
Stop wasting our money!
We are out here dying. SOS.
Make sure the grant proposals to the feds is written in a way that focuses more on cars, otherwise the Trump administration will likely not choose this project.
Thanks for the chance to share input
How do the projects insure that those of ALL ages have safe ROADS on which to travel? Those that are 50+ do not want to walk to transit stations. Even if we ride share or take Uber, it would be nice to have safe roads... Perhaps the safe roads and maintenance of these roads is addressed elsewhere. As with all construction, the road surfaces take a toll and are not safe for cars,bicycles or pedestrians alike.
When it comes to the other measures although I see some moderate benefits I do not see the benefit with the numbers of cost you and in relation to the benefit it does not make sense to put that much money into areas and projects that are minimally effective to Portland residents
This isn’t something that should be delayed. This is the most important transportation project on the list.

As you evaluate these projects, I encourage you to weigh not only their technical merits, but also their long-term regional impact. Prioritizing projects that are equitable, shovel-ready, and well-matched with outside funding ensures we maximize limited local resources. These investments should advance mobility for all—especially historically underserved communities—and support climate resilience and regional connectivity. Transparency in project readiness and funding leverage will be key. Finally, ensure that smaller communities and suburban corridors remain part of the conversation—mobility needs don't stop at city limits.
Please help revitalize downtown Portland by making it safer for bikes and peds.
The outer eastside has been largely ignored for decades. The Burnside bridge should be a top priority.
I work in Beaverton, but I live in North Portland. If a mega-quake happens while I am at work, I might not be able to get home without a viable river crossing. I'm guessing many other people are in the same position.
Metro wants to support too many projects in the face of obviously uncertain Federal funding.
This work is critical to expanding business operations to provide living wage jobs that will support our residents to maintain livable standards, find their way to home ownership and provide for their families.
Focus on three projects with immediate safety needs: EQRB, TV Hwy., 82nd Ave. and don't fund the other two projects that lack a compelling reason to be funded.
It WILL fall down if we have the big one.
Where is all our gas tax money for these projects. again we have one of the highest taxes in the country and I see Oregon wants to add more taxes for roads. Nothing is being done, at least in east county.
Too many speed changes in a short distance. It changes around 5 times from 212 to the Carver Hanger.
I have lived here all my life and seen many 'boondoggles' therefore I hesitate to allow diversion of any funding or pass new funding. When I see responsible, well thought out, long term solutions for ALL transportation users, then I would consider adjusting my stance.
after years of design, development, and warnings of the big one, its time to make this project a reality
Our community is eager to see projects funded that can make on the ground improvements to transit in the near future.
All of the proposed projects will benefit those communities, but please remember we are an area of commuters. We want safe streets (enforcement of speeding, street racing, Duii and pavement), we want pedestrians and bikes to adhere to the rules of the road.
Education is the ONLY place government funds should be spent. No one in a position of power is intelligent in any way that will be truly beneficial to the community as a whole. Help.... actually help the future by helping them be smarter than whats here now
Vehicles and pedestrians/bikes do not mix without people getting killed or disabled. I would like to see no crosswalks, but instead overpass/underpass crossings for pedestrians and bikes throughout the entire corridor.
Please focus on less projects and fully funding them instead of trying to stretch the money to 5 different projects.
Fix the pot holes
The bridge should not be replaced. It's an historical treasure and your priorities are misguided.
Don't like what you've done to other main arteries.
This project, by far, is the most important project. It has more positive impacts on people than all the projects combined
I have 50 years of transportation experience. We need to fix our rapidly deteriorating streets instead of wasting money on projects like this.
I am supportive of mass transit projects in general and especially Portland's MAX and Streetcar
Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.
No to all projects, stop wasting my money.
Keep metro out of Clackamas county.
This is a time to make the most of the region's limited resources. These projects all represent smart funding choices.
Tax payers cannot afford any more increases
We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.
This is a dense mix or rural, young family, middle class workers, new workers, entrepreneurs, low income families and it needs help.
Please calculate the fatality accidents on 212, that number is to high! Build round abouts at heavily congested intersections. Slow people down.
If your goal is to get people out of their cars without exacerbating inequity and driving up the cost of housing this is the right project to fund.
TV Highway literally smells like car exhaust and death. Either make it an actual grade separated freeway or make it a corridor where everything but deadly cars are prioritized. Choose one.
We need more streetcar, to more neighborhoods, asap!

Why are spending so much of our time and money on transit projects? If this is Congestion Mitigation/Air Quality money it needs to be used on projects that actually mitigate congestion - like fixing the bottlenecks on our freeway system, particularly near the edges of the Metro area like I-5 through Wilsonville. This just shows how far out of touch the planners are from the community.
Metro's boundaries are vast, but their investment focus has historically been concentrated. It's time to invest in the entirety of the UGB, or pull back the boundaries and cut the edges loose to manage themselves.
i really appreciate the investment into 82nd and the communities along this corridor.
The transit elements of the EQRB project are critical. The community wants to see them come to fruition. The community supports regional funding being allocated to this project.
There is development occurring on Prescott with the addition of Upright Brew station and ample food carts. Connecting communities east of 82nd to Prescott street will provide opportunities to work and play for those living east of 82nd. This also connects Roseway residents with better access to Parkrose for essentials like grocery shopping at Winco, Fred Meyer and Costco preventing food deserts.
Projects that secure funding from a variety of sources—including local dollars—are not only less risky but also more attractive to federal partners. Demonstrating broad financial support signals strong community commitment and significantly improves our chances of bringing more federal dollars into the region. Prioritizing projects that are ready for construction ensures communities see real, visible improvements in the near term, building public trust and momentum. These projects don't just pave roads or build infrastructure—they create jobs, stimulate the local economy, and show residents that when a project gets funded, it gets built.
It maximizes human error and w/ tons of independently moving parts everyone still ends up congealed in the same syrupy traffic jam.The mistake of one can shut down major arteries for miles and miles but people have this myth supported illusion of having freedom when compulsory car ownership is the antithesis of freedom financially, mobility-wise, having quality surroundings... Being immersed in the car dominated hellscapes where everything is built around the automobile and to the scale of them is insanely stupid.There's absolutely no reason we shouldn't be dispensing of it and improving our situation ASAP.The atomization also causes depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment.People live on top of each other largely because there's inadequate transportation between the downtown&bedroom communities lowering quality of life while raising cost of living.
I ride my bike for exercise. I'm often in the industrial area south of 212. Getting there is problematic.
The request for money and the spending never ends. Individuals and businesses CANNOT handle more taxation especially when they see little to nothing improved. Fix the roads and stop trying to force the elderly and disabled into public transportation that is blatantly unsafe and inconvenient.
I live in the area and drive this highway almost daily. These improvements have been needed for decades.
Convert the lloyd center into a state run lottery casino to pay for all these transportation projects. And we could save money on curb abatement for handicap accessibility by using asphalt to create a ramp up to curb on the street side. It's nice and all with the corners, but way more expensive then it needs to be. Save this money for the third level of the bridge which would save money on waterfront park maintenance.
sidewalks are needed. Help kids get out and be safe.
I'm open to best solutions for motor, bike and mass transit. Must be walkable to enjoy the beauty of Willamette (And for tourists)
Help Washington County residents, especially those with limited income, be able to choose transit without having to spend half of their lives on the bus.
NO MORE TAXES.
Clackamas county needs this project desperately.
Just say no! We don't need new taxes!
Accidents and running red lights happen daily on this commute. Please prioritize this completion.
Please drive Hwy 212 from 122nd to Sandy during rush hour. You will see Clackamas County has done a terrific job on the stretch up to where HWY212 and HWY 224 split. BUT after that stretch it becomes a scary road to drive. The sides of the two lane highway are worn away and are dangerous as the road drops off into ditches for many miles. HWY 212 is traveled by MANY semi trucks that deliver goods to the warehouses in the Clackamas and Multnomah area which adds to the traffic danger.There are very few roads that join 212 from the north without a light and they are dangerous, the folks that must pull onto 212 during rush hour wait so long they ultimately get impatient and just GO!!
I work in the area and there is regularly traffic throughout the work week. Building a throughway so folks who are there purely to get to Damascus or Mt Hood would bring much relief to the many businesses in the area
Is rehab not a viable alternative to save funds from what appears to be an increasing price tag with ambitious architectural features?
Please upgrade our infrastructure. It's failing all of us.
Please continue with developing and then delivering on multimodal transportation projects that help keep passengers off of roads.
It looks expensive and I wish the community would get a max extension to Forest Grove.

I serve on the planning commission in Cornelius. Due to a recent statewide legislation, the Climate Friendly and Equitable Communities Act (CFEC), we recently had to strike all parking minimums from the zoning code. The law mandates that there may be no parking minimums within a 0.5 mile buffer from a frequent transit line. Because Cornelius is a relatively small city, and because line 57 passes right through the middle, the buffer covered nearly the entire city area, making it such that it made more sense to simply strike parking minimums from all zones. Having a frequent, reliable, and high-quality frequent transit service passing through our city center would make this change more worthwhile, and would improve infrastructure and promote investment in our downtown area and in a community that really deserves it.
I thought this was about asking for a sidewalk in Oregon City around Willamette falls hospital. There is not any for walkers or yhe several wheelchair users to even get yo the bus.
Thank you for the opportunity to weigh in. Please fully invest in transit, safety, and resiliency — don’t drain more of our precious resources on highway projects.
Go big. Don't just upgrade the bus and stops along the roadway. Rose lanes should be incorporated as much as feasible.
Mass transit doesn't serve most people. Use the funds to improve traffic flow for vehicles.
Decision-makers should see the Sunrise Corridor project as a strategic, long-term investment in regional prosperity. Without upgraded infrastructure, we risk losing economic opportunities, worsening congestion, and weakening our competitiveness. The bond package offers significant benefits, including: Economic Growth: Unlocks job creation, private investment, and business expansion. Equity: Improves access to jobs and services for all community members. Return on Investment: Every dollar spent generates multiple dollars in economic activity. Regional Competitiveness: Strong infrastructure attracts businesses and strengthens the tax base. Responsible Planning: Acting now prevents higher future costs and supports sustainable growth. This is not just about fixing today’s problems—it’s about building a stronger, more resilient future for the entire region.
Over the last year, Metro committees have promised to balance regional priorities in the development of the RFFA Program Direction. Many communities and leaders around the region would like to see Metro honor these discussions and documents by allocating funds to the Sunrise Corridor and invest in an area that has been underfunded for decades.
Please consider the locals. This project does not just cater to businesses and commercial trucks. I work at Adrienne C. Nelson High School and live in the Carver community. I value my community and my surroundings. I am not looking forward to impact on time and environment of the Carver area. 9please consider the school busses using the roads and the impact the construction will have on high school classes as well as Sabin-Schellenburg shuttling of high school students to vocational train during the school day.
Does it matter they wont listen its whatever the Oregon DNC wants will be shoved down our throats while we protest for sanity and reality which they have no concept of.
Your designs and plans are nether historically sensitive nor imaginative.
Why is anyone planning to spend nearly a billion dollars on a new Burnside Bridge just to reduce lane capacity for cars. We already have new, resiliant bridges in the Tilikum Crossing and the Sellwood Bridge. The Burnside Bridge road diet is just an expensive boondoggle.
Taxpayers, especially renters, landlords, and home owners, cannot afford to fund the earthquake retro-fitting of every structure in Oregon. Please stop spending...
82nd Avenue needs this so much. Thank you
Clear communication about project goals, funding, and community impacts fosters trust and helps maintain political and public support.
Thank you for all the good work you do!!

FOR THE PURPOSE OF APPROVING AN INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2028 THROUGH 2039, FUNDING TRIMET 82ND AVENUE TRANSIT PROJECT, TRIMET TUALATIN VALLEY HIGHWAY TRANSIT PROJECT, PORTLAND STREETCAR MONTGOMERY PARK EXTENSION, SUNRISE GATEWAY CORRIDOR PROJECT, AND EARTHQUAKE READY BURNSIDE BRIDGE PROJECT, AND AUTHORIZING EXECUTION OF INTERGOVERNMENTAL AGREEMENTS

Date: July 21, 2025
Department: Planning, Development & Research
Meeting Date: July 31, 2025

Prepared by: Grace Cho, grace.cho@oregonmetro.gov
Presenter(s): Grace Cho, Ted Leybold, Jean Senechal Biggs
Length: 30 minutes

ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes federal transportation funds from programs: the Surface Transportation Block Grant Program (STBG), the Transportation Alternatives (TA) set aside, and the Congestion Mitigation and Air Quality (CMAQ). The allocation of STBG, TA set aside, and CMAQ are 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). Together, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council function as the Metropolitan Planning Organization (MPO) Board and decision-making body over the allocation of the Regional Flexible Funds. Metro conducts the RFFA on a three-year funding cycle, with the current allocation cycle encompassing the federal fiscal years of 2028-2030, the Portland metropolitan region is forecasted to receive $161 million from these programs.

The July 2024 adoption of Resolution 24-5415 the *2028-2030 Regional Flexible Fund Allocation Program Direction* charged Metro staff to develop a new project bond proposal for consideration by regional policymakers. As the first Regional Flexible Fund Allocation cycle following the adoption of the *2023 Regional Transportation Plan* (RTP), both policymakers and advocates expressed a strong desire to expedite the implementation of the RTP to see the outcomes and goals achieved. The new bond proposal, backed by the commitment of Regional Flexible Funds anticipated in federal fiscal years 2028 through 2039, takes advantage of capacity created by previous Regional Flexible Funds bond commitments that expire in 2028.

Resolution 25-5510 and the accompanying exhibits reflect the outcomes of an 18 month process to develop the 2028-2030 Regional Flexible Fund bond proposal (Step 1A.1) that included an open solicitation for projects, technical evaluation, scenario concepts, and public comment.

ACTION REQUESTED
Approve Resolution No. 25-5510, committing Regional Flexible Funds to bond debt service through 2039 and allocating $88.5 million in bond proceeds to regional investments as recommended by JPACT, and detailed in the Exhibits.

IDENTIFIED POLICY OUTCOMES
The *2023 Regional Transportation Plan* (RTP) identifies five goal areas for transportation investments: Equitable Transportation, Safe System, Climate Action and Resiliency, Mobility Options, and Thriving Economy. During deliberations to adopt the 2023 RTP, JPACT and the Metro Council determined that these five goals should be emphasized in the 2028-2030 RFFA process and they reaffirmed this interest in Resolution 24-5415, the *2028-2030 Regional Flexible Fund Allocation Program Direction*. Adopted through Resolution 24-5415, the program direction includes principles to guide and inform the development of the new Regional Flexible Fund bond proposal, known as Step 1A.1, that is focused on regional and corridor scale transit.

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

POLICY OPTIONS FOR COUNCIL TO CONSIDER
Metro Council action to approve the proposed 2028-2030 RFFA Step 1A.1 new project bond would:

1) commit a portion of future Regional Flexible Funds toward debt repayment starting in 2028 through 2039; and
2) approve the allocation of $88.5 million in bond proceeds among five capital projects that would deliver regionally significant transit investments as outlined in Table 1 and **Exhibit A of Resolution 25-5510**.

Table 1: 28-30 Regional Flexible Fund Step 1A.1 Bond Proposal

Project	**Bond Proceeds Allocation**
Tualatin Valley Highway Transit Project	$28M
82nd Avenue Transit Project	$28M
Earthquake Ready Burnside Bridge	$10M
Portland Streetcar Montgomery Park Extension	$10M
Sunrise Gateway Corridor Project	$12.5M
Total Bond Package	$88.5M

The proposed bond significantly advances and implements the policy objectives of the adopted 2023 RTP and the 2028-2030 RFFA Program Direction by building regional-scale transportation projects sooner than otherwise possible. Consequently, the long-term commitment of Regional Flexible Funds would reduce the amount of funds available for

local capital projects (Step 2) starting with the 2028-2030 cycle and for the subsequent three Regional Flexible Fund cycles.

If the Metro Council does not approve the Regional Flexible Fund bond proposal for project funding, staff would need to return to JPACT for additional deliberation. Options could include developing an alternative bond proposal or allocating the Regional Flexible Funds as part of the Step 2 allocation to support local transportation projects. However, a remand of the package of projects back to JPACT could result in a delay in the development and adoption of the 2027-2030 Metropolitan Transportation Improvement Program (MTIP), scheduled for Metro Council action in June 2026. The MTIP is the federal capital improvement program for the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Highway Administration and Federal Transit Administration.

This action does not authorize Metro staff to begin to issue bonds. If the Metro Council approves this proposal, staff will work with Metro's Finance department and Office of Metro Attorney, as well as regional partners, to determine the appropriate bonding mechanisms and borrower(s). Staff would then return to the Metro Council at a later date for discussion of the bonding action itself.

STAFF RECOMMENDATIONS
Staff recommends Metro Council approval of Resolution 25-5510.

The bond proposal package of projects funded through this resolution were selected by JPACT based on balancing across different components:

- Meeting the 2028-30 RFFA Program Direction objectives, including the bond purpose and principles
- Project technical evaluation scores, based on the policy objectives outlined for the five 2023 RTP goal areas
- Additional considerations including project readiness, leveraging of discretionary funding, and geographic representation of investment
- Public support, based on the results of the public comment project ratings

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Step 1A.1 New Project Bond

As described in the adopted Program Direction, the proposed Step 1A.1 new project bond would serve multiple purposes:

- Use regional revenues on regional or corridor scale projects
- Advance the ability to construct projects earlier than would otherwise be possible
- Leverage significant discretionary federal revenue that will otherwise be allocated to other metropolitan areas.

- Continuing the past practice to use bonded Regional Flexible Fund revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.

The region's history of bonding against future Regional Flexible Funds to build regional transportation projects has been a strategic success. Bonding resulted in securing over $2 billion dollars in federal grants alone and another $1.4 billion in state and local funding to projects, including the MAX light rail system and the Division Transit Project.

Nonetheless, bonding and committing future Regional Flexible Funds towards debt repayments directly impacts the allocation of Regional Flexible Funds to local transportation projects in the Step 2 process. At a time when transportation funding resources at the local and state level remain scarce, the Step 2 allocation remains highly competitive and oversubscribed cycle after cycle. For the 2028-2030 cycle, the Step 2 competition received 24 applications requesting just over $140 million, far exceeding the approximately $49 million available.

How does this advance Metro's racial equity goals?
Advancing equity is a primary policy objective for the Regional Flexible Fund Allocation. Equitable transportation was one of five goals and outcomes used in the technical evaluation of the bond candidate projects and the selection of projects to include in the bond proposal package for JPACT referral. The projects selected were evaluated on the degree to which they addressed providing new transit or upgrading transit services, increasing transit speed and reliability, and/or enhanced the pedestrian or bicycling infrastructure to access transit within 2023 RTP Equity Focus Areas[1]. Additionally, a qualitative element was assessed to understand whether communities who face disparities in the transportation system view the project as a priority.

How does this advance Metro's climate action goals?
Another of the primary policy objectives for the 2028-2030 RFFA is to advance the region's Climate Action and Resiliency policies as outlined as part of the 2023 RTP. Selected projects were evaluated on how they could help the region reduce greenhouse gas emissions and/or prepare for natural disasters. The projects funded through the 2028-2030 RFFA Step 1A.1 bond are focused on expanding high capacity transit, making accessing the region's transit system easier, helping buses move faster, and the seismic resiliency of a key bridge in the region's network of emergency transportation routes.

[1] Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

Known Opposition/Support/Community Feedback
Metro conducted a five-week public comment period between March 26 through April 30, 2025. During the comment period, Metro received:

- 282 project-specific comments from 225 participants through an online open house available in English and Spanish. In addition, participants provided 139 open ended comments through the open house.
- 27 emails from members of the public, with two providing general, non-project specific comments and 25 providing project specific comments. Two of those 25 provided comments on more than one project.
- A total of 38 comments from members of the public directed to JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- Two comments from public agencies via email, and four comments from public agencies at JPACT as written or public testimony

The comments received included those which were in support of the projects people were commenting on as well as some of the comments about projects expressed support for a project concept but hedged with concern about a project aspect. For example, some comments showed support for the concept of an Earthquake Ready Burnside Bridge, but concern about the fundamentals of the proposed design. Some comments did express overall concern about a project or indicated that a proposed project wasn't a priority. Excerpts from comments can be found in the Engagement Report (**Exhibit C**) and all of the comments can be found in the appendices (**Exhibit D**).

The June 26th JPACT, the July 11th TPAC, and July 17th JPACT meetings saw representatives from the Cascade Policy Institute provided public testimony at each meeting in opposition to Resolution 25-5510 and committing Regional Flexible Funds to long-term debt servicing. The testimony varied between general opposition to bonding because of the overall long-term costs or because of specific opposition to individual projects proposed for the allocation of bond proceeds.

At the July 11th TPAC meeting, a TPAC community representative provided comment for the record a strong reservation for investment in the Sunrise Gateway Corridor due to the current state of scarce resources. The representative characterized a lack of support by Clackamas County area elected officials as resulting in the failure of a state transportation package which would have invested in multimodal safety. The representative advocated for reallocating the bond proceeds for the Sunrise Gateway Corridor to the other four bond projects, but did not propose an amendment to Resolution 25-5510.

Additionally at the July 17th meeting, JPACT received further public testimony from three by elected officials, business interests, and members of the Sunrise Gateway Corridor Visioning Plan expressing strong support for the new project bond and the allocation of bond proceeds to the Sunrise Gateway Corridor, Stage 1 Local Connections and Safety Project.

Legal Antecedents
This resolution commits Regional Flexible Funds and allocates bond proceeds to projects backed by federal transportation funds and were allocated in accordance with the federal transportation authorizing legislation (currently known as Infrastructure Investment and Jobs Act, or IIJA) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The commitment of Regional Flexible Funds to bond and allocate the proceeds to regional transit investments throughout the region implements the direction set forth in the 2028-2030 Regional Flexible Fund Allocation Program Direction as defined by Metro Resolution No. 24-5415, For the Purpose of Adopting the 2028-2030 Regional Flexible Funds Program Direction for the Portland Metropolitan Area, adopted July 11, 2024.

Anticipated Effects
Adoption of this resolution would direct staff to begin the next steps to implement bonding. Identified as one of the first steps is the development of a work plan is anticipated following the adoption of Resolution 25-5510 outlining the next steps and timeline for bond implementation.

A follow-on step is to enter into Intergovernmental Agreements with:
1) lead agencies of the projects to receive the bond proceeds; and
2) agencies acting as borrowers, if identified and delegated by Metro Council; and
3) agencies to exchange Regional Flexible Funds to implement bonding and make funds available to the projects.

Additionally, adoption of the resolution would direct staff to program Regional Flexible Funds projects in the Metropolitan Transportation Improvement Program (MTIP) to facilitate issuing bonds. At the time determined between Metro MTIP staff and the lead agency of the project to receive bond proceeds, the programming in the MTIP in the amounts specified to the identified transportation project may occur at separately from the programming Regional Flexible Funds to allow for bond issuances to occur.

Financial Implications (current year and ongoing)
Adoption of this resolution does not have an immediate and direct financial impact on Metro. This resolution does provide the revenue capacity for Metro or another local agency to take future action to utilize Regional Flexible Funds to repay bonded debt by authorizing these funds for that purpose. A future action by Metro or another local agency to commit to a bond payment schedule to generate bond revenue is when a direct and immediate financial impact would be incurred.

This resolution will commit federal transportation funding beginning in federal fiscal year 2028 through 2039 to repay debt incurred by bonding. Up to $135 million of Regional Flexible Funds over the 12 years will be authorized to provide $88.5 million to five projects and cover financing and administrative costs.(See Exhibit A to Resolution 25-5510) However, Metro may utilize program funding capacity if available to make project or bond payments earlier to save on costs.

To facilitate bonding, an exchange of Regional Flexible Funds for local funds will need to take place prior to bonding. The local agency partnering to exchange the Regional Flexible Funds for local funds will also utilize their local funding capacity to provide the required 10.27% local match needed for Regional Flexible Funds.

Projects receiving bond revenue allocations will meet funding contributions to their projects per a financial plan based on their project application and further defined in a project specific inter-governmental agreement.

BACKGROUND

Throughout the 2028-2030 Regional Flexible Fund Allocation, staff have briefed the Metro Council to solicit input and direction. Briefing dates and topics included:

- January/February 2024: Kickoff briefings
- April 2024: Work session on the program direction
- July 2024: Adoption of Resolution 24-5415, *2028-2030 Regional Flexible Fund Allocation Program Direction*
- January 2025: Work session on the Step 1A.1 bond proposal scenario development
- June 2025: Work session with updates on the 2028-2030 Regional Flexible Fund Step 1A.1 bond proposal and Step 2 competitive allocation processes

In addition to engagement with the Metro Council, staff facilitated the discussion of bonding Regional Flexible Funds and selection of the projects to receive bond proceeds through two transportation-specific Metro advisory committees – TPAC and JPACT. These committees were forums for discussion, coordination, consultation, and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet and South Metro Area Regional Transit (SMART). In addition, Metro staff accepted all invitations to share information on the proposed bond and gather input. As a result, Metro staff attended over 21 coordinating committee meetings and two City of Portland citizen advisory committees throughout the entire 18-month process.

To develop the Regional Flexible Fund Step 1A.1 bond proposal, the following activities were undertaken and completed:

- **Eligibility Screening & Technical Evaluation:** Following a nomination period in late summer through early autumn 2024, Metro completed an eligibility screening followed by a technical evaluation of the nominated projects. The technical evaluation for the bond candidate projects focused on the policy objectives outlined for the five 2023 RTP goal areas, as well as consistency of the candidate project with the purpose and principles adopted in the Program Direction for the bond. A project delivery risk assessment was also undertaken. To inform the decision-making process and guide staff work to develop bond scenarios, Metro staff shared the results of both the eligibility screening and the technical evaluation with TPAC and JPACT throughout autumn and winter 2024.

- **Bond Scenarios Development:** Metro staff solicited input on concepts and priorities for the development in bond scenarios in early 2025. With the input provided by TPAC, JPACT, coordinating committees, and the Metro Council at a work session, Metro staff developed a bond proposal for Step 1A.1 in March 2025. JPACT acted at its March 20, 2025 meeting to forward a bond proposal for public comment. While not a formal legislative action, JPACT's unanimous vote signaled strong support for a transit-focused bond for the five candidate projects.
- **Community Engagement/Public Comment:** Following the action at the March 2025 JPACT meeting, Metro held a five-week public comment period that opened on March 26th and closed on April 30th. Metro used online open house to create a learning opportunity on transportation funding as well as solicit comment from community members on the Step 1A.1 bond proposal. Metro published the engagement report and appendices as shown in **Exhibit C** and **Exhibit D** at the end of May 2025.
- **Bond Proposal Implementation Procedures/Course of Action:** Since the completion of the public comment period, Metro staff have been working with the Finance department, the Office of the Metro Attorney, and with project partners to outline the next steps to implement a new revenue bond backed by the long-term commitment of Regional Flexible Funds. Various legislative conditions as well as general and specified conditions to the projects to receive bond proceeds are outlined as part of **Exhibit B**. The conditions of approval are a formal way to document circumstances under which issuing of bonds will occur and expectations on the projects to remain aligned with the adopted Program Direction bond purpose and principles as the projects move through the different project delivery phases.

At the June 2025 committee meetings of TPAC and JPACT, staff provided regional partners an update on the bond proposal activities to date, including a copy of the public comment report. Metro staff received feedback on questions in need of resolution prior to taking action at their July 2025 meetings. These questions primarily focused on understanding the overall cost of bonding over the long term.

At the July 11th, 2025 meeting, TPAC recommended JPACT approval of Resolution 25-5510 with clarifying amendments to Exhibit B, the conditions of approval. At the July 17th, 2025 meeting, JPACT approved and recommended Metro Council adoption of Resolution 25-5510.

ATTACHMENTS
None

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING APPROXIMATELY $141.6 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2028-2030, PENDING ADOPTION OF THE 2027-2030 MTIP	)))))	RESOLUTION NO. 25-5511 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

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

WHEREAS, approximately $161 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG), Transportation Alternatives set aside, 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, by Metro Resolution No. 24-5415, the Metro Council and JPACT have provided policy guidance to conduct a two-step allocation process for funding of Region-wide Program Investments and Capital Project Investments; and

WHEREAS, consistent with Resolution No. 24-5415, the Metro Council and JPACT have allocated $92.3 million in Regional Flexible Funds for Step 1A, High Capacity Transit Bond Repayments, and Step 1B, Region-wide Programs and Regional Planning Investments, as shown in Exhibit A; and

WHEREAS, consistent with Resolution No. 24-5415, the Metro Council and JPACT directed staff to develop a new Regional Flexible Fund bond proposal to support transit capital projects and transit supportive investments at the corridor or regional scale, as proposed as part of Metro Resolution No. 25-5510; and

WHEREAS, pending action on Metro Resolution 25-5510 to initiate a new Regional Flexible Fund bonding commitment, the remaining forecasted 2028-2030 Regional Flexible Funds are directed to a competitive allocation to community scale capital project investments (Step 2); and

WHEREAS, staff followed policy direction established by the Metro Council in the 2023 Regional Transportation Plan, adopted by Ordinance No. 23-1496, to select projects for the 2028-2030 RFFA Step 2; and

WHEREAS, the 2023 RTP prioritizes investments in transportation projects that advance five goals: equitable transportation, safe system, climate action and resilience, mobility options, and thriving economy; and

WHEREAS, the Regional Flexible Funds for Capital Projects Investments allocation meets the adopted objectives of Resolution No. 24-5415, responds to public comments on the proposed capital investments, and addresses local prioritization; and

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WHEREAS, the Transportation Policy Alternatives Committee (TPAC) and JPACT provided input on additional considerations, including prioritizing projects with other committed funding, considering small jurisdictions' ability to secure other funding sources, continuing to invest in project development to build a pipeline of projects, leveraging adjacent investments funded through Resolution 25-5510 (Step 1A.1 bond proposal), and considering economic development potential; and

WHEREAS, a public comment period, between March 26 and April 30, 2025, provided opportunities for community input on the merits and potential impacts of the project applications, as summarized in Exhibits C and D to this resolution; and

WHEREAS, at their July 11, 2025 meeting, TPAC considered local prioritization processes, public comments, and the recommendations of Metro resulting in the recommendation to JPACT to approve to forward a funding allocation to projects and programs to the Metro Council for adoption; and

WHEREAS, at their July 17, 2025 meeting, JPACT approved TPAC's recommendation and forwarded a recommendation to the Metro Council to allocate funding to projects and programs included in Exhibit A; and

WHEREAS, projects must meet the conditions of approval, listed in Exhibit B to this resolution, to be eligible to access funds; now therefore

BE IT RESOLVED that the Metro Council hereby

1. adopts the recommendation of JPACT on the programs and projects to be funded through the 2028-2030 Regional Flexible Fund Allocation process as set forth in Exhibit A.
2. directs the Chief Operating Officer to direct staff to work with ODOT to incorporate the conditions of approval, as set forth in Exhibit B, in the delivery of the projects.

ADOPTED by the Metro Council this 31st day of July, 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2028-2030 Regional Flexible Funds Allocation
Exhibit A to Resolution No: 25-5511

Step 1A & 1B: Regional Bond Commitments and Region-wide Program Investments		
Transit + Project Development Bond Commitment	$	51,780,000
Corridor and Systems Planning	$	2,444,958
MPO Planning (in lieu of dues)	$	5,169,460
Regional Travel Options + Safe Routes to School	$	12,131,862
Transit Oriented Development	$	12,900,856
Transportation System Management and Operations/ITS	$	7,910,648
Step 1 Total:	**$**	**92,337,784**

Step 2: Capital Investments				
Project name	**Applicant**	**Sub-region**	**Amount**	
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	East Multnomah County	$	897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	Portland	$	7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	East Multnomah County	$	4,067,495
NE MLK Jr Blvd Safety and Access to Transit	Portland	Portland	$	4,879,517
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington County	$	5,252,300
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	Washington County	$	5,000,000
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas County	$	8,721,932
North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington County	$	8,000,000
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas County	$	2,707,217
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Streetscape Enhancements Project Development	Oregon City	Clackamas County	$	2,232,341
		Step 2 Total:	**$**	**49,335,800**

Total 2028-2030 RFFA:	**$**	**141,673,584**

Exhibit B to Resolution 25-5511

2028-2030 REGIONAL FLEXIBLE FUND STEP 2

PROJECT AWARDEE CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to ensure that projects are planned, designed, and built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations, and with regional program policies. Metro may review projects at any point in the process for consistency with the conditions of approval and may take action to ensure projects comply.

There are two sets of conditions which apply to Regional Flexible Fund-awarded projects: 1) conditions which apply to all projects; and 2) project-specific conditions.

The conditions applied to all projects outline expectations pertaining to the use of funds, project delivery, community engagement, and project communications. The project-specific conditions outline expectations to create the best project possible in accordance to regional program policies and federal regulations. Recognizing that projects are at different stages of development (i.e. some are in planning phases while others are ready for construction), Metro may choose to waive or modify certain conditions for a project based on what is appropriate for the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-approved and Metro Council-adopted 2028-2030 Regional Flexible Fund Allocation (RFFA). If any project is determined to be unfeasible or is completed without expending all of the awarded Regional Flexible Funds, any remaining Regional Flexible Funds shall revert back to Metro to the regional pool for future distribution. Alternatively, the project sponsor/local jurisdiction with the project receiving the Regional Flexible Funds may request reallocation and reprogramming of the funds to another project per the Metropolitan Transportation Improvement Program (MTIP) amendment process. Depending on the nature of the reallocation request, JPACT and Metro Council approval may be required.
2. The award amount is the total amount of Regional Flexible Funds provided to deliver the awarded project as it is defined in the project application and as approved by JPACT and Metro Council. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. Metro and the Regional Flexible Fund program does not have any further financial commitment or responsibility beyond providing the amount awarded.
3. Project scopes shall reflect what was included in the project application narratives and project refinements in response to comments. Refined project schedules and budgets will be determined during the pre-implementation phase following adoption of the 2028-2030 RFFA. Changes to project scope, schedule, and budget must be requested and made in writing to the MTIP Project Manager following the amendment procedures adopted in the MTIP (Please see the Administration section of the active MTIP.) Changes to project scope must be approved by Metro to ensure the original intent of the project is still being delivered.

4. All projects shall follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide[1] (Metro; 3rd edition; October 2019 and any updates in effect at the time a funding intergovernmental agreement is signed.) Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines. Additionally, all bicycle and pedestrian projects shall implement sufficient wayfinding signage consistent with sign guidelines in Metro's Intertwine Regional Trails Signage Guidelines[2] (Metro; 2nd edition; December 2017) and the Manual on Uniform Traffic Control Devices.
5. All projects shall update local network maps and provide relevant network data to Metro. Metro will provide guidelines on network data submissions upon request.
6. All projects with Intelligent Transportation Systems (ITS) elements shall be consistent with the Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT; previously called the National ITS Architecture), included in Final Rule (23 CFR Section 940) and Regional ITS Architecture.[3] This includes completing a systems engineering process during project development to be documented through the ITS systems engineering checklist (request form and submit to tsmo@oregonmetro.gov) for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist.[4]
7. All projects implementing Transportation System Management and Operations (TSMO) elements shall provide information to Metro on the TSMO elements, referencing specific connections to the 2021 TSMO Strategy found in Chapter 4, Performance Measures and/or Chapter 5, Actions, for program evaluation purposes.[5] Specific connections shall be emailed to tsmo@oregonmetro.gov.
8. All local jurisdiction/project sponsors shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. The jurisdiction/project sponsors shall include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines upon request. Lastly, the local jurisdiction/project

[1] https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails
[2] https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf
[3] ARC-IT is here https://www.arc-it.net/index.html and the Regional ITS Architecture will be updated in the next two years. Until then refer to the 2016 version: https://www.oregonmetro.gov/sites/default/files/2017/10/18/TransPort%20ITS%20Architecture%20Report_2016-12-16.pdf
[4] https://www.oregon.gov/odot/Maintenance/Documents/ITS-QualityPlan.pdf
[5] https://www.oregonmetro.gov/sites/default/files/2022/08/22/2021-Regional-Transportation-System-Management-Operations-Strategy-20220106.pdf

sponsor shall extend invitations to Metro Councilors to attend events or engagements pertaining to the project.

9. All projects shall carry out public involvement processes to meet federal and state requirements including Title VI requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in Metro's Public Engagement Guide (April 2024), with guidance specific to transportation planning in Appendix D of the guide.[6]
10. All projects shall ensure compliance with applicable local, state and federal laws, regulations and policies pertaining to protection of archeological, cultural or historic resources, ancestral human remains, cultural areas or landscapes, and natural resources. This includes all pertinent and required compliance responsibilities with Section 106 of the National Historic Preservation Act that come as a recipient of federal funding through the Regional Flexible Funds Allocation.
11. All construction projects shall implement transportation demand management (TDM) strategies/ activities in conjunction with the delivery and opening of the project to enhance the success and performance of the project. Local jurisdiction/project sponsors must request and receive Metro approval to waive the requirement for transportation demand management activities. Agencies that intend to use Regional Flexible Funds within their awarded project budget for TDM activities shall identify to Metro the amount needed to complete the activities. Metro will program the Regional Flexible Funds for TDM activities as a separate MTIP project to avoid construction phase conflicts with the IGA between ODOT and the local jurisdiction/project sponsors.
12. All projects shall measure the progress and performance of the Regional Flexible Funds awarded project. Local jurisdictions/project sponsors shall identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators may be determined as early as the pre-implementation phase of the project.
13. Metro anticipates that projects awarded to local agencies that are not certified in the federal-aid highway project delivery process (Non-Certified Agencies) will be delivered by the Oregon Department of Transportation (ODOT). ODOT Delivered Local Agency Projects (ODLAP) are expected to comply with ODLAP program requirements and conduct project pre-implementation activities including completion of the project's Technical Scoping Sheet and Environmental Prospectus. The ODLAP program requirements include:
    - facilitate programming the Regional Flexible Funds into the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvements Program (STIP) to meet funding obligation targets;
    - initiate development and execution of the Intergovernmental Agreement (IGA); and
    - enable timely obligation and expenditure of awarded federal funds for the project.

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

[6] https://www.oregonmetro.gov/sites/default/files/2024/08/20/metro-public-engagement-guide-a11y-remediated-20240724.pdf

- Designation of a qualified person(s) as the project manager to support project delivery
- Satisfactory completion of the project's Technical Scoping Sheet
- Satisfactory completion of the project's Environmental Prospectus
- Complete and execute a project IGA in time to obligate funds as programmed
- Participate in project coordination meetings and reviews
- Participation in Project Delivery Actions, including attending project kick-off meetings, Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, participating in Plans, Specifications and Estimate (PS&E) deliverables review, supporting the permitting and land use review approvals process, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees
- Providing project close-out/final reports and billings

Conditions applied to specific projects (alphabetical order by coordinating committee and jurisdiction):

Clackamas County

City of Gladstone: Historic Trolley Trail Bridge

- The project shall confirm the roles and responsibilities of interagency coordination and project delivery between the City of Gladstone, Clackamas County as the certified agency to delivery the project, ODOT Region 1, and any other affected jurisdiction. As part of confirming roles and responsibilities, the project shall also identify points of contact and each partner's roles and responsibilities to advance the project. Executing Intergovernmental Agreements (IGAs) between all affected jurisdictions to document each partner's roles and responsibilities may be necessary.
- As noted in the risk assessment, the complexity of the utilities and emergency infrastructure (i.e. fire hydrant) relocation and mitigations for construction necessitates an increased level of coordination. The project shall emphasize coordination among electric, natural gas, and environmental services utilities.
- The complexity of the number of easements and permits necessitates that the project to coordinate with Water and Environmental Services, the Urban Renewal Agency of Oregon City, the Oregon Division of State Lands, the U.S. Army Corps of Engineers (USACE), the Oregon Department of Environmental Quality (DEQ), and the Oregon Department of Fish and Wildlife (ODFW) for acquiring the appropriate easements and permits.
- There is a high probability the project will need to conduct additional cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

City of Milwaukie: Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

- The project shall coordinate with Union Pacific Railroad (UPRR) to determine whether permanent or temporary easements from UPRR are required.
- There is a high probability the project will need to initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- Any project development activities which result in ground disturbance in the project area shall require the project to develop and implement an Inadvertent Discovery Plan (IDP).

City of Oregon City: OR99E (McLoughlin Boulevard) 10th Street to tumwater village: Streetscape Enhancements Project Development

- As the Regional Flexible Fund awardee, the City of Oregon City is responsible to ensure awarded Regional Flexible Funds are used for activities consistent with the project intent and scope as described in Step 2 application and advances the regional policy objectives which supported its award of funding.
- The project shall define the roles and responsibilities of interagency coordination between the City of Oregon City as the agency awarded the Regional Flexible Funds and ODOT Region 1 as the project delivery agency, and ODOT Region 1 as the facility owner maintaining OR 99E within the vicinity of the proposed improvements.
- The project shall coordinate with all transit providers/operators in the project area and the nearby transit center. Providers include, but not limited to: TriMet, Canby Area Transit, and Clackamas County shuttle services.
- The project's lead agency shall coordinate with Water Environmental Services (WES) to address the required mitigations for planning and engineering.
- There is a high probability the project will need to conduct additional cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- Any project development activities which result in ground disturbance in the project area shall require the project to develop and implement an Inadvertent Discovery Plan (IDP).

<u>East Multnomah County</u>

City of Gresham: NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

- The City of Gresham is expected to conduct community outreach and engagement activities throughout the design and development of the project with an emphasis on community engagement activities ahead of developing the 30% project design milestone.

- There is a medium probability the project will need to conduct initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Multnomah County: NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

- Throughout the planning process Multnomah County shall coordinate with adjacent and intersecting land/facility owners, including Union Pacific Railroad, TriMet, the City of Fairview, and the City of Wood Village.
- There is a high probability the project will need to initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- Any project development activities which result in ground disturbance in the project area shall require the project to develop and implement an Inadvertent Discovery Plan (IDP).

City of Portland

Portland Bureau of Transportation: NE Glisan St: 82nd Avenue Multimodal Safety and Access

- As the project lead agency, the City of Portland shall coordinate with TriMet to ensure the proposed travel lane alterations and other proposed enhancements do not adversely affect transit operations.
- There is a low probability the project will need to conduct cultural resources and archaeological research. Nonetheless, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Portland Bureau of Transportation: NE MLK Jr Blvd Safety and Access to Transit

- As the project lead agency, the City of Portland will coordinate with TriMet to ensure proposed pedestrian crossing enhancements and signal timing modifications do not adversely impact transit operations.
- There is a high probability the project will need to initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to

conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Washington County

City of Tigard: North Dakota Street (Fanno Creek) Bridge Replacement

- Prior to the programming of the Regional Flexible Fund award for the project, the City of Tigard shall submit either: 1) a funding strategy and plan defining all funding sources required to fund the project through completion and addressing the remaining deficit; or 2) a proposed scaled project buildable with funds secured that constructs a bridge over Fanno Creek on North Dakota Street that serves the purpose of a connected and low stress bicycle and pedestrian facility agreed to by Metro.
- As a project which has already commenced as a result of receiving ODOT Local Bridge Program funding, the project shall ensure that the identified ODOT approvals regarding amended IGAs, consultant contracts, amended MTIP and STIP programming, and rail entity agreements have been met. As noted in the risk assessment, the project has significant complexities. As a result, the project shall conduct close coordination with Washington County, ODOT Rail, Union Pacific Railroad (UPRR), Portland & Western Railroad, Clean Water Services (CWS), utility providers, landowners to address relocation work, mitigations, and right of way acquisitions, easements, and temporary construction easements (TCEs).
- There is a medium probability the project will need to initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Tualatin Hills Parks and Recreation District (THPRD): Westside Trail Pedestrian and Bicycle Bridge Over Highway 26

- Prior to the programming of the Regional Flexible Fund award for the project, THPRD shall submit a funding strategy defining all funding sources required and anticipated schedule for securing to fund the project through completion. As part of the funding strategy, THPRD should include a formal plan of phasing the project in a manner to reduce the risk the Regional Flexible Funds from not getting obligated.
- The project shall define and identify the roles and responsibilities of interagency coordination and project delivery between Tualatin Hills Parks and Recreation District as the Regional Flexible Fund awardee, ODOT Region 1 as the project delivery agency, ODOT Region 1 as the facility owner of US 26, and any other affected jurisdiction including the City of Beaverton and Washington County. As part of confirming roles and responsibilities, the

project shall also identify points of contact and each partner's roles and responsibilities to advance the project. Executing Intergovernmental Agreements (IGAs) between all affected jurisdictions to document each partner's roles and responsibilities may be necessary.

- As noted in the risk assessment, the project has significant complexities. As a result, the project shall conduct close coordination with Bonneville Power Administration (BPA), Clean Water Services (CWS), the Oregon Department of State Lands (DSL), and the U.S. Army Corps of Engineers (USACE) to address utility adjustments or relocations required to meet clearance minimums, required mitigations for construction in a designated wetland area, and obtaining easements for construction.
- There is a low probability the project will need to conduct additional cultural resources and archaeological research. Nonetheless, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Washington County: Cedar Mill Better Bus and Access to Transit Enhancements

- The project shall coordinate with TriMet to ensure the proposed transit signal priority improvements and enhanced pedestrian crossings do not adversely affect transit operations in the project area.
- There is a medium probability the project will need to initiate and conduct cultural resources and archaeological research, which may include an archaeological survey of the project area, that meets current Oregon SHPO standards. Additionally, the project should prepare to conduct tribal consultation. The project should adequately budget for these activities. Refer to the 28-30 Regional Flexible Fund Step 2 Project Delivery Risk Assessment results for any further requirements.
- The project shall develop and implement an Inadvertent Discovery Plan (IDP) for all ground disturbance or construction activities in the project area.

Engagement report

Public comments on proposed projects for Step 2 2028-30 Regional Flexible Funds.

May 2025

Metro respects civil rights

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

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

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

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

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rffa

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

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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).

Regional Flexible Funds comprise of two federal grant programs:

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

Metro is currently deciding how to invest federal funding available in the federal fiscal years 2028 through 2030. A portion of these funds – approximately $42 million – is targeted towards local jurisdiction led improvements to streets and trails throughout the region through a competitive process. This targeted part is known as the Step 2 of the Regional Flexible Fund Allocation.

The estimated total funding to be allocated in this process is between $150 - $153 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 2023 Regional Transportation Plan (RTP).

From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide comment on the 24 applications competing in the Step 2 Regional Flexible Fund Allocation process. These comments will help decide how an estimated $42 million in Step 2 Regional Flexible Funds will be spent on projects that will help make the region's transportation system more equitable, safer, cleaner and more reliable.

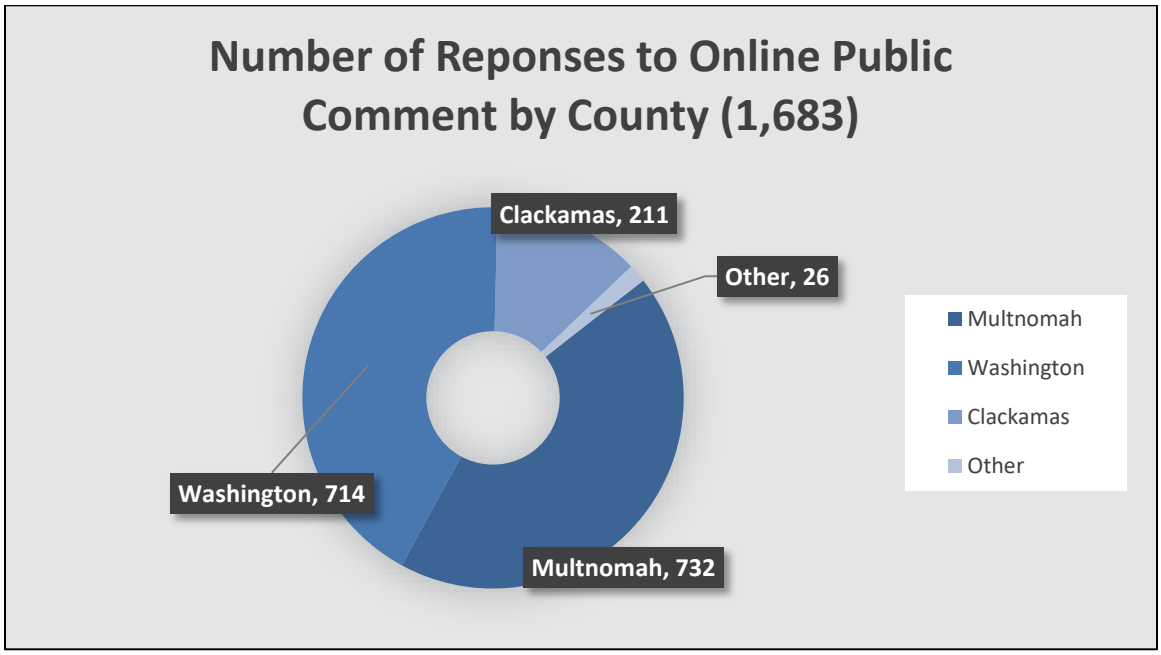
During this public comment period:

- Participants provided 1,683 project rating responses through an online interactive map and survey available in English and Spanish. One project rating response was submitted in Spanish. See Figure 1.

    - Of the 1,683 participants, 332 provided responses on optional demographic questions.
- A JPACT public hearing was held on April 17, 2025.
    - 4 people testified through oral testimony, commenting on 3 projects, several of which were the same project.
    - 3 emailed testimonies were received, not including testimonies emailed by public agencies.
- 4 email comments, not including those emailed comments from public agencies, were received.
- No mailed letters or voicemail comments were received.

In addition, public comments were received via 2 emails, and 6 testimony (oral and written) from public agency partners.

Fig. 1. Number of Responses to the Online Public Comment by County



NOTICE AND INVITATION TO PARTICIPATE

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

- Email to community involvement offices and community participation organizations*

- An email to Metro's transportation interested persons email list
- CORE members email*
- Metro News (https://www.oregonmetro.gov/news/public-notice-opportunity-comment-transportation-projects-submitted-2028-30-regional-flexible)
- Metro News public hearing announcement (https://www.oregonmetro.gov/news/public-hearing-notice-comment-2028-30-regional-flexible-funding-allocation-process-jpact)
- Metro's social media channels on Facebook and Instagram
- Oregon Trails Coalition email list
- Metro Parks & Nature Department hosted Quarterly Trails Forum announcements*
- Email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee

See Appendix A: Notices and invitations to participate. Those denoted with * are not included in Appendix A.

People were invited to learn about the projects via:

- The 2028-2030 Regional Flexible Funds web page (oregonmetro.gov/rffa), which featured the technical scoring results of the applications and project factsheets for the 24 proposed projects.
- An interactive public comment survey available in English and Spanish. The online public comment survey provided an introduction of the Step 2 allocation and see a map of the proposed projects. Each proposed project had a short summary available when selected. Participants were able to choose which projects they wanted to learn more about and then rate and comment on their projects of interest.

Comments were accepted through:

- the interactive comment survey, linked from the Metro website
- by email to transportation@oregonmetro.gov or rffa@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

Translation

The interactive public comment tool was translated into Spanish.

To increase the visibility of the public comment period, Metro posted on social media (Facebook and Instagram) in Spanish and English. The posts reached a total of 2,686 people and garnered 59 link clicks and interactions. The social media posts are included in Appendix A: Notices and invitations to participate.

Of the total public comment survey participants, one person participated in the Spanish survey.

COMMENTS

From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to comment on the 24 candidate projects competing for the estimated $42 million in Step 2 Regional Flexible Funds available.

Metro received:

- Participants provided 1,683 project rating responses through an interactive comment map available in English and Spanish. There was one response in Spanish.
- 4 email comments, not including public agencies, were received.
    - 1 provided general, non-project specific comments and 3 provided project specific comments. The majority were concerned and 1 was supportive.
- No phone calls, voicemails or post was received.

For the full text of these comments, see Appendices B through E.

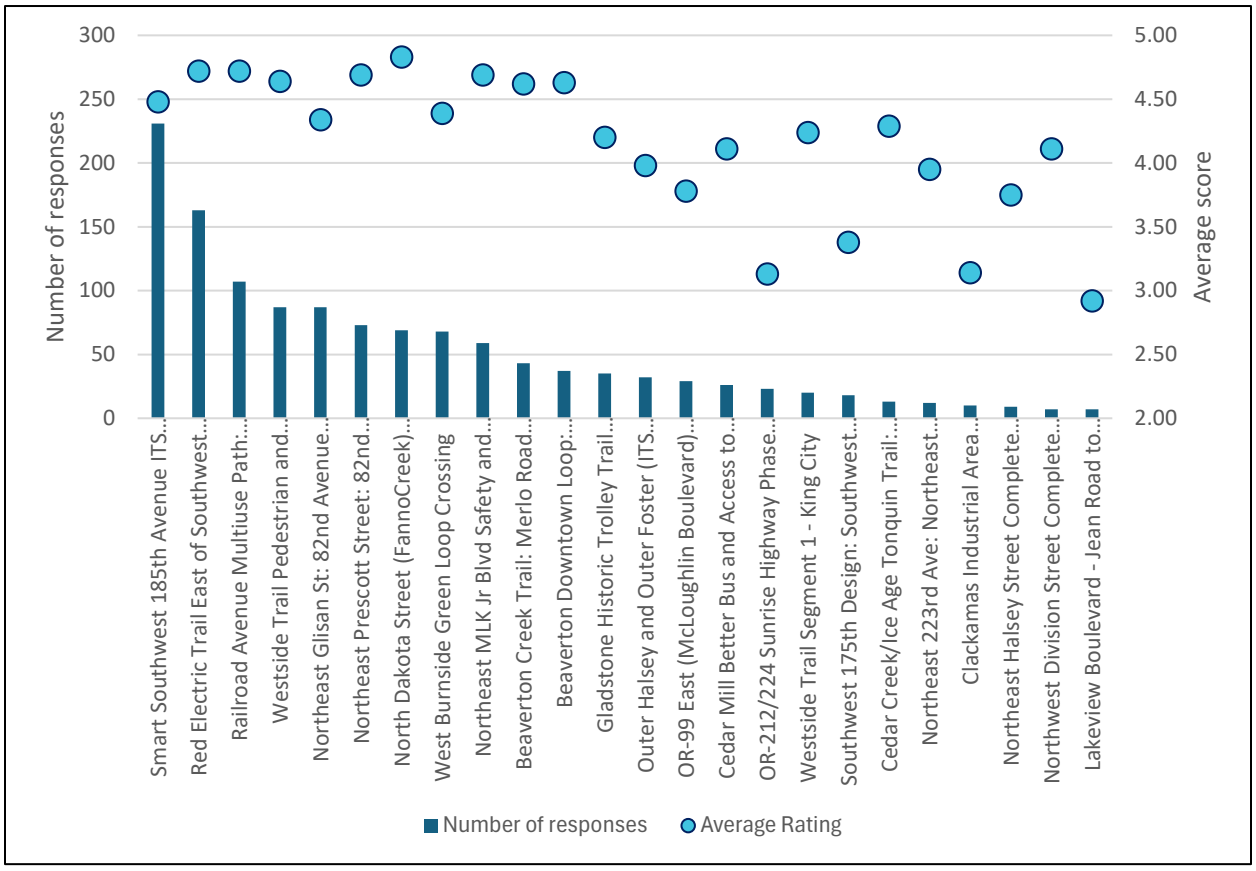
Summary of Project Comments

The online tool asked participants to rate any number of the 24 projects on a scale of one to five, with five being "highly supportive" and one being "lesser support." Participants were also given the option to provide additional written comments on the projects. Of the respondents who rated projects, 75.1% took the extra time to provide written comments. Those written comments are included in Appendix E. In total, Metro received 1,683 project rating responses through the online survey and 1,265 in online written comments.

Across all projects, the average rating is 4.15 with 85% of the project rating responses receiving a four (4) or a five (5). Figure 2 outlines the number of responses and the average score for each of the individual projects.

Figure. 2: Number of Project Rating Responses with Average Rating Score

Ordered from highest to lowest by the number of project ratings received



Overall, almost all the comments people provided through the online survey, emails, and letters supported specific projects. That said, 14.6% of the project rating responses gave a score of three (3) or less, indicating neutral to lesser support for a project.

Among the supportive written comments Metro received across the Step 2 applications, the common themes to emerge include:

- The impact of the project on transportation safety for all users, but with a particular focus on pedestrians;
- The impact of the project on making more seamless connections for people traveling to and from places regardless the form of travel taken.

Among the concerned comments received across the Step 2 applications, the common theme to emerge include:

- The concern of prioritizing specific types of projects or using public funds on certain types of projects over other competing transportation needs.

ONLINE TOOL PARTICIPANTS

People who responded using the online public comment survey were asked to respond to demographic questions that help Metro and others looking at the public comment results determine whether we heard from a representative group of people reflecting the region's diverse communities and broad range of experiences. The questions are optional for the online public comment survey participants.

There is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort and access to participate. Participation skews toward higher income people who speak English and have a level of trust in governments. Groups that are underrepresented in respondent information by four (4) percent or more are indicated in red. Demographic comparisons are from demographic data from the U.S. Census Bureau American Community Survey (ACS) 5-year estimates and the 2020 Decennial Census for the Portland metropolitan region.

In total 332 participants responded to the optional the demographic questions. This is less than 20% response rate compared to the total 1,683 project rating responses received in the online public comment survey. The participants who opted-in shared 40 different zip codes as their residence as shown in Figure 3.

Figure 3. Number of Responses by Zip Code

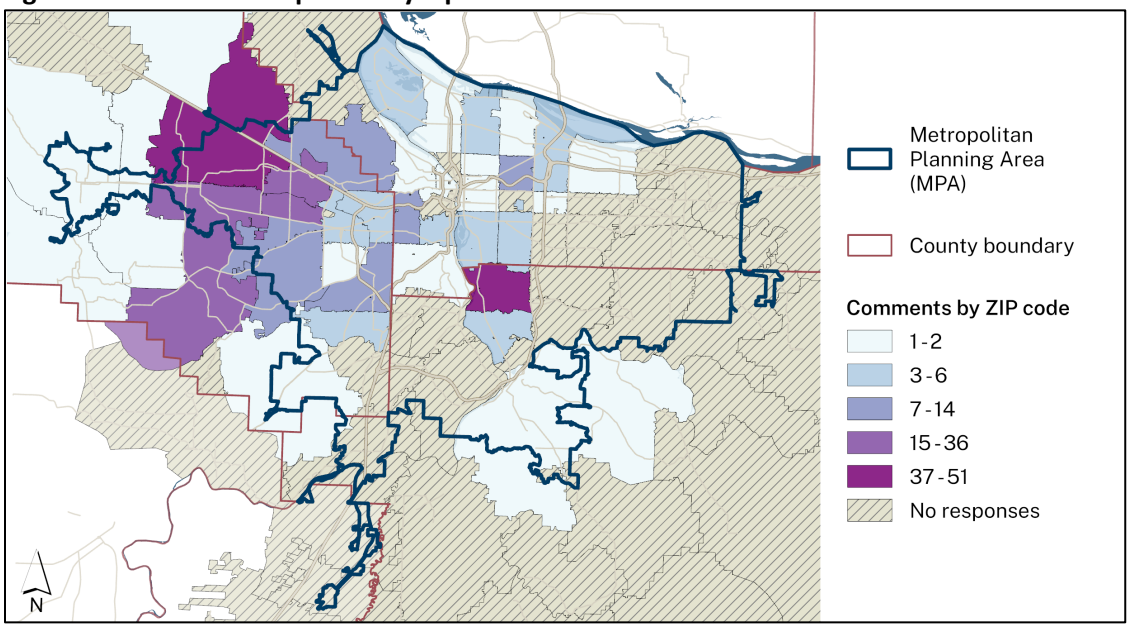


Table 1. Income (327 respondents)

Annual household income	Survey Percent	ACS 2016-2020
Less than $10,000	1%	
$10,000 to $19,999	1%	5%
$20,000 to $29,999	1%	6%
$30,000 to $39,999	2%	7%
$40,000 to $49,999	3%	14%
$50,000 to $74,999	11%	17%
$75,000 to $99,999	16%	13%
$100,000 to $149,999	21%	19%
$150,000 or more	26%	20%
Don't know/prefer not to answer	18%	--

Table 2. Gender (327 respondents)

Gender	Survey Percent**
Woman	51%
Man	38%
A gender not listed here	1%
Prefer not to answer	10%

*** ACS 2016-2020 asks about sex, not gender*

Table 3. Race/ethnic identity (326 respondents)

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	1%	3%
Asian or Asian American	6%	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	6%	14%
Native Hawaiian, or other Pacific Islander	1%	1%
White	76%	66%
An ethnicity not included above	2%	--
Prefer not to answer	13%	--

* *Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.*

Table 4. Age (329 respondents)

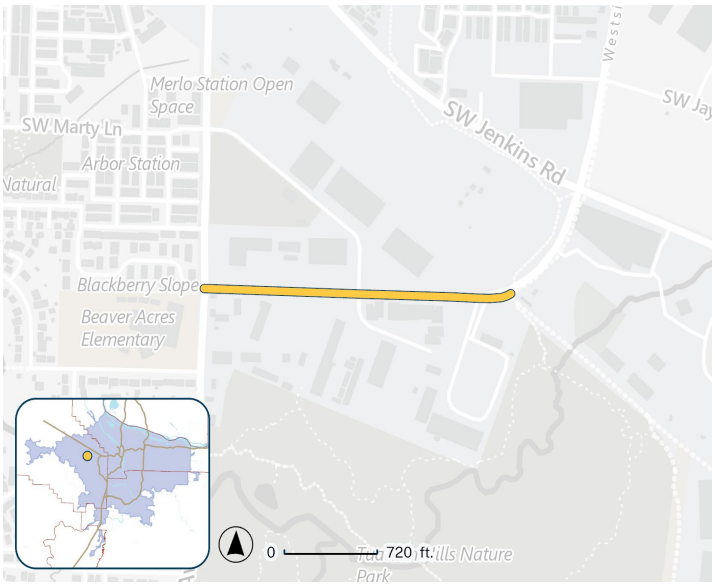
Age	Survey Percent*
18-24	2%
25-34	14%
35-44	25%
45-54	19%
55-64	12%
65-74	15%
75+	6%
Prefer not to answer	7%

Table 5. Disability (328 respondents)

	Survey Percent*
Yes	17%
No	72%
Prefer not to answer	11%

PROJECT APPLICATION PUBLIC COMMENT PROFILES

Beaverton Creek Trail: Merlo Road Improvements | Washington County | $6,640,700

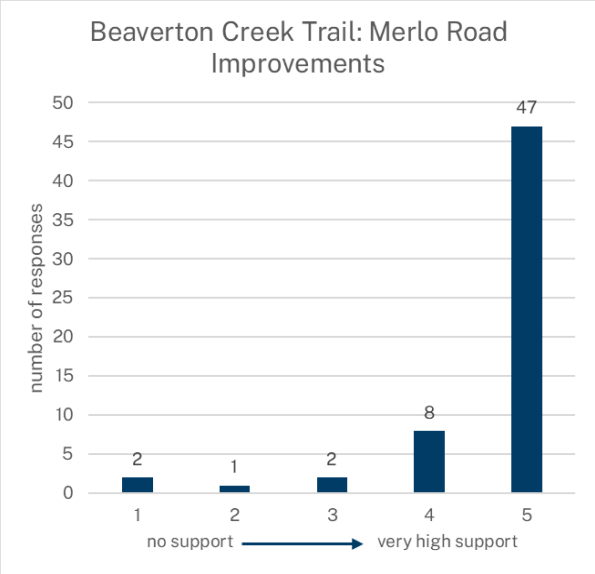


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 60

Average project rating: 4.6

Number of online survey written comments: 43

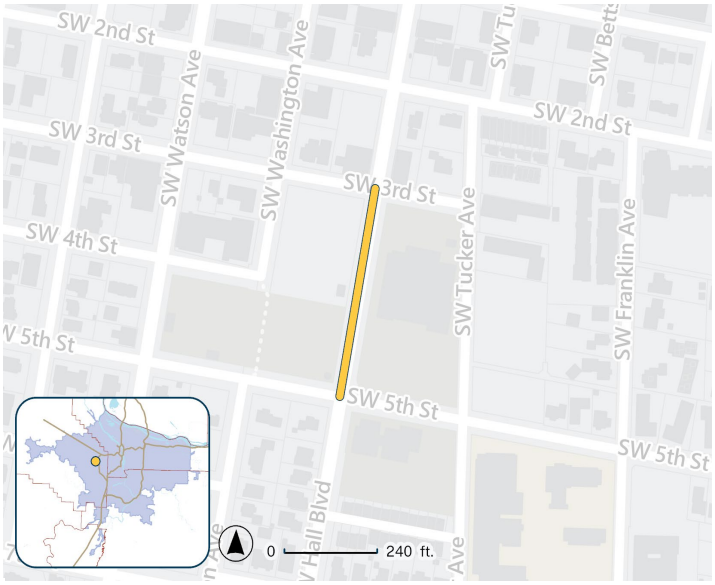


The comments were mostly positive, emphasizing the community benefits of pedestrian and bicycle safety improvements.

"This link between Trimet, Waterhouse Trail and the alternative high school, as well as the developing areas west of 170th Ave, have generated more demand for active transportation in this area."

"Merlo Station…has a lot of students who take transit, including young parents with their children. Anything we can do to make this road safer for them is a plus."

Beaverton Downtown Loop: Southwest Hall Boulevard – 3rd Street to 5th Street | Beaverton | $4,649,687

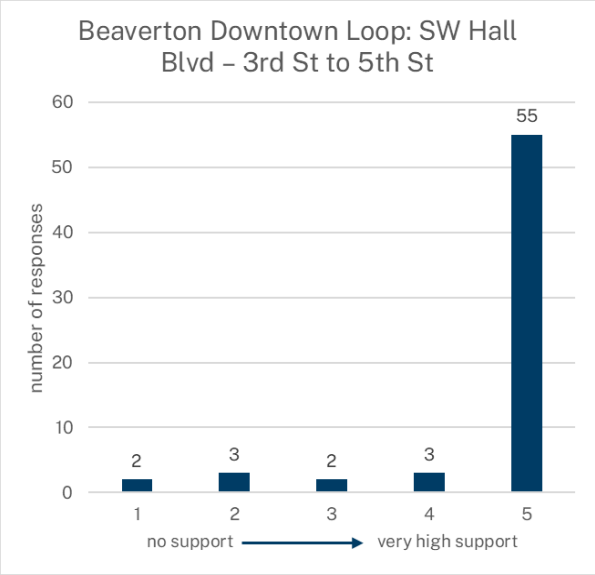


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 65

Average project rating: 4.6

Number of online survey written comments: 37

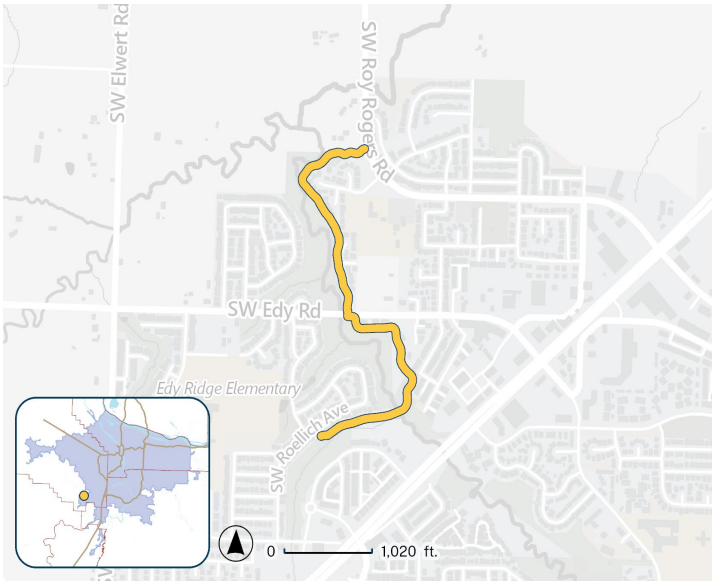


Comments were mostly supportive. Commenters appreciated the safety, accessibility and economic benefits, with some concern over project cost and how to implement it.

"This starting project will help be a demonstration and a catalyst for what we can do to improve our downtowns into places that everyone can feel safe, not only those on cars."

"I think this could be one of the most important, impactful projects on this list to demonstrate our regional shift away from prioritizing cars in our downtown areas. This could be an example of what's possible for others to follow."

Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR-99 West | Sherwood | $8,860,030

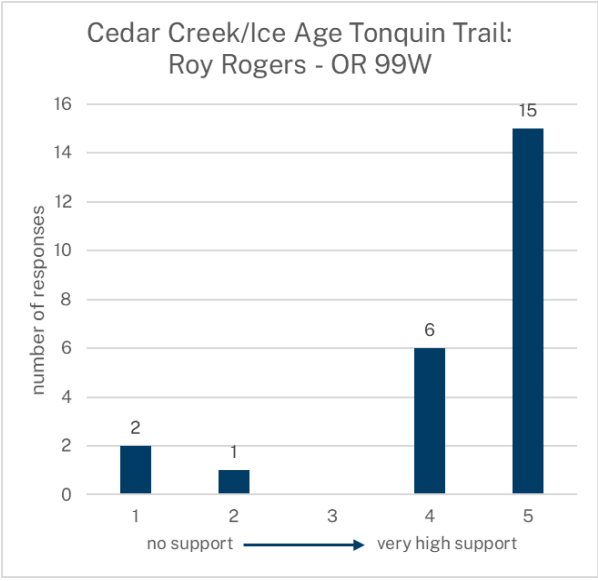


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 24

Average project rating: 4.3

Number of online survey written comments: 13



Comments were mostly positive, noting enhanced safety for pedestrians and cyclists. There is concern around the cost of the project.

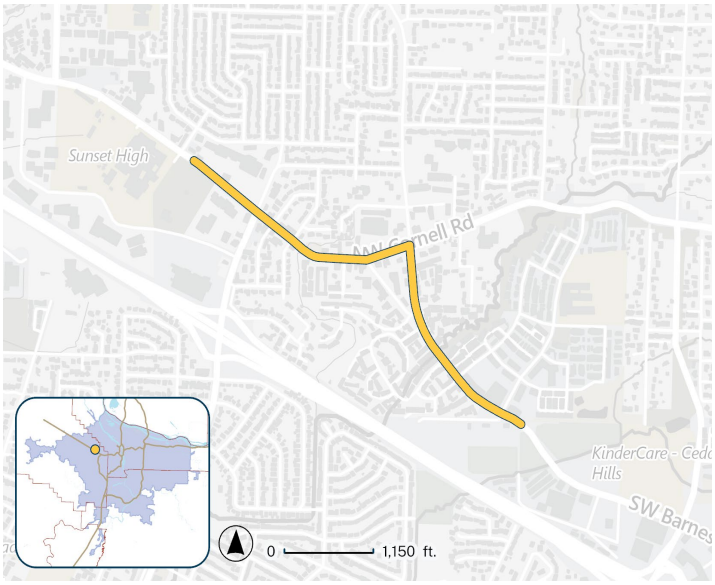
"What makes THIS project GREAT is that it connects with two other off road trails, lengthening the opportunity for people to really get out and walk a good distance off road."

"How does a walking path cost $9m? Is that really good use of Tax Payer funds?"

"It will connect neighborhoods via now missing walking and biking paths and allow kids to take bikes to school."

"Nice to have but more pressing problems to solve/alleviate."

Cedar Mill Better Bus and Access to Transit Enhancements | Washington County | $5,252,300

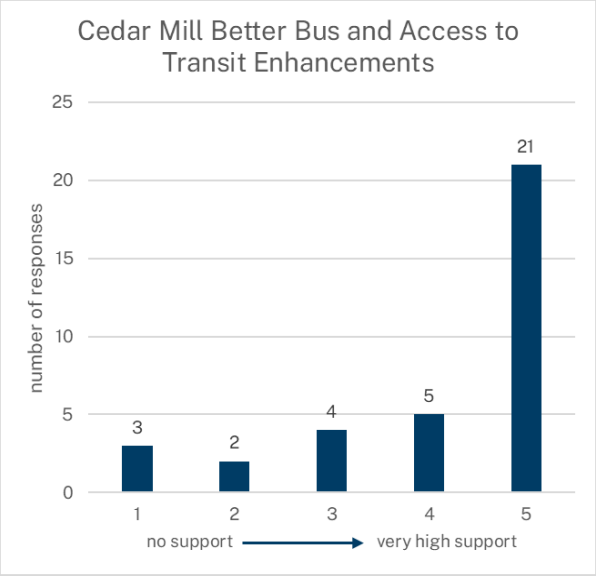


Number of letter, email and voice mail comments: 1

Total number of project rating responses: 35

Average project rating: 4.1

Number of online survey written comments: 26

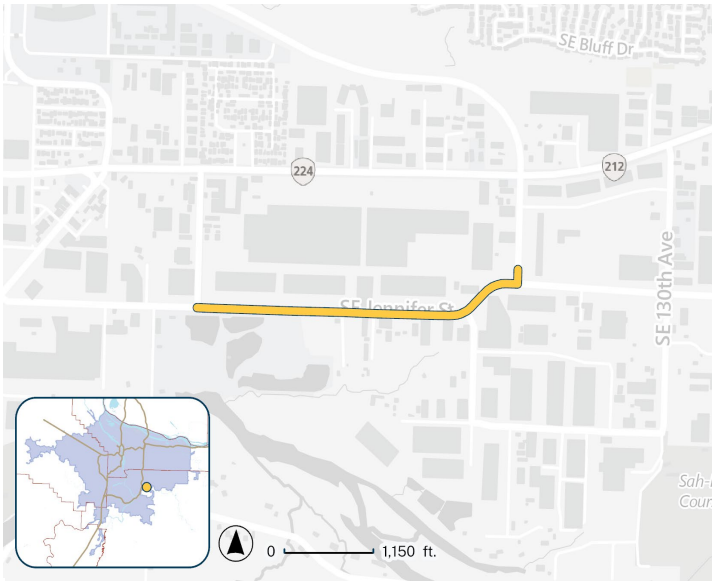


Comments were mostly positive, noting the need for improved transit infrastructure and improvements in public transit service. There were concerns about traffic and congestion for all modes.

"This would be great for folks along this corridor, which is dense for mostly single family homes with a good mix of retail and restaurants that are walkable on the path."

"I grew up taking the bus to the Cedar Mill library, and I know first hand how much the delays can impact the bus lines there. I also think it's key that we maintain the neighborhood center feel of Cedar Mill…This solution of using tools within the space that we already have is the most sensible solution.

Clackamas Industrial Area Improvements: Southeast Jennifer Street Multi-use Path | Clackamas County | $7,228,290

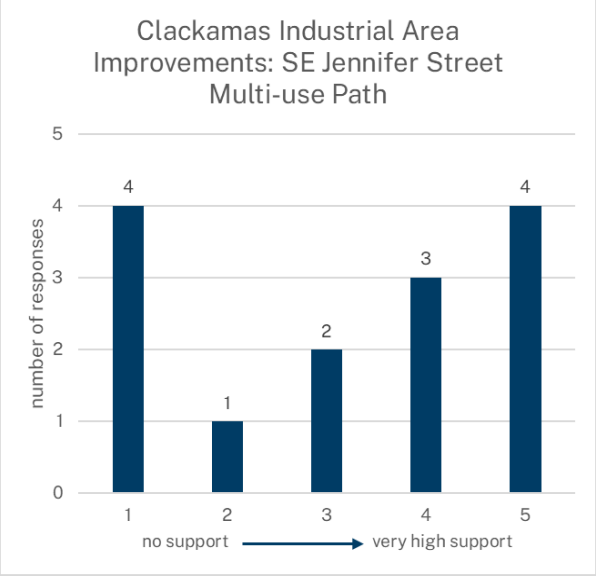


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 14

Average project rating: 3.14

Number of online survey written comments: 10



Comments were mixed with concerns of project prioritization and a lack of connectivity to the proposed infrastructure.

"I do think it has some merit in that it supports the Veterans' Village and Clackamas Village transitional housing. "

"There are many workers in the area who are forced to walk in the street with semis. This important connection will increase safety."

"The county should focus its transportation funding on existing population centers…rather than directing resources toward unincorporated areas that encourage further sprawl. Prioritizing urban infrastructure benefits more residents and supports sustainable growth."

Gladstone Historic Trolley Trail Bridge Construction | Gladstone | $8,721,932

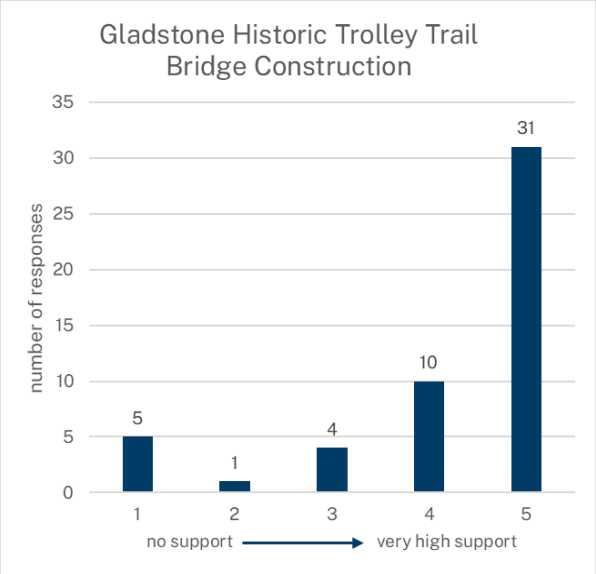


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 51

Average project rating: 4.2

Number of online survey written comments: 35



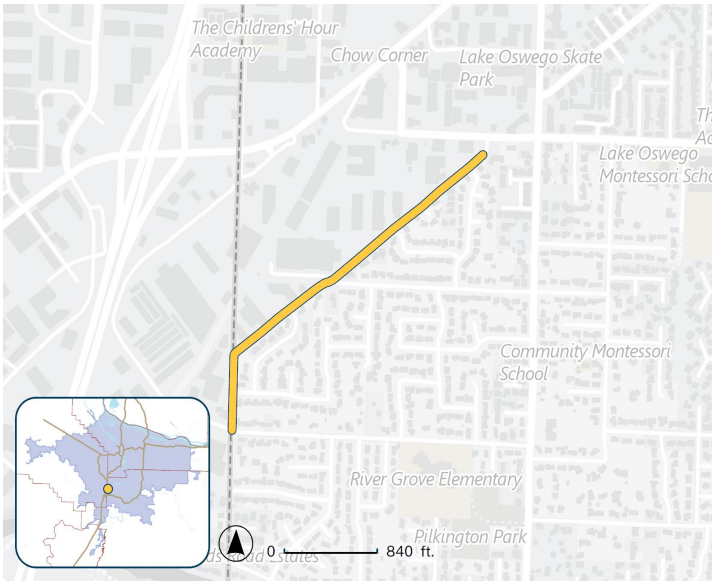
Comments were mostly positive expressing excitement at the historic connection. Concerns were primarily related to project prioritization.

"I would appreciate this bridge as a local resident, but I'm not certain how necessary it is given that there is another bike/ped bridge a few blocks away."

"This bridge would allow Gladstone residents to easily come and use them. It would make the area more connected and help to make individuals more healthy by increasing walking loop options. I do believe good walking loops would bring visitors from elsewhere in the metro area, and it would be a positive addition for all."

"I see it as a missing link; I have walked and biked the trails nearby many times on both sides of the river, from Milwaukie to Oregon City and this would really be a valuable link."

Lakeview Boulevard - Jean Road to McEwan Road | Lake Oswego | $983,000

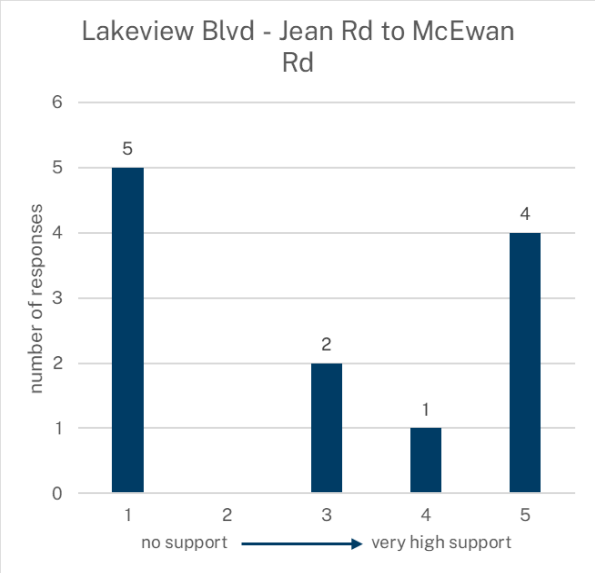


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 12

Average project rating: 2.92

Number of online survey written comments: 7



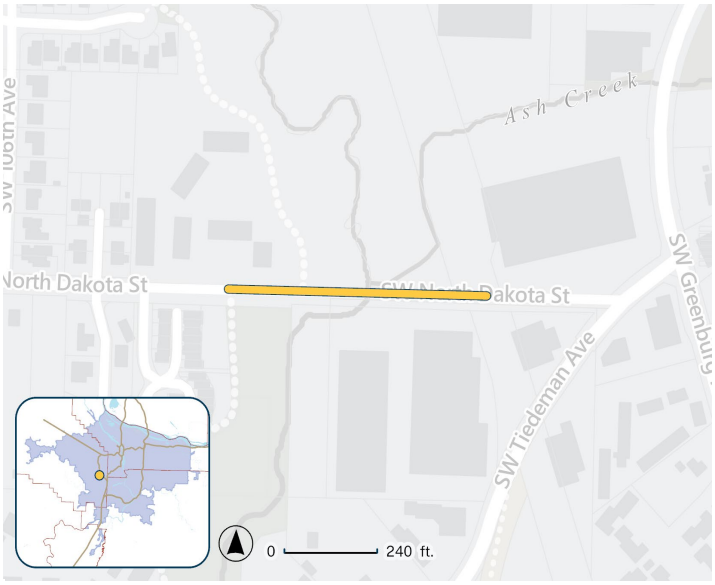
Sentiment was mixed. The benefits of the project were acknowledged with concern about project prioritization.

"This is an important project for students getting to LO's largest new elementary school that does not have safe bike or walk areas."

"This is a small street with an easily accessible parallel route. Traffic calming and shared facilities would be much better than expanding the roadway"

"Deliver a cycle track or a bike/ped trail adjacent to the project. Road widening by itself is a horrible waste of funds."

North Dakota Street (FannoCreek) Bridge Replacement | Tigard | $8,000,000

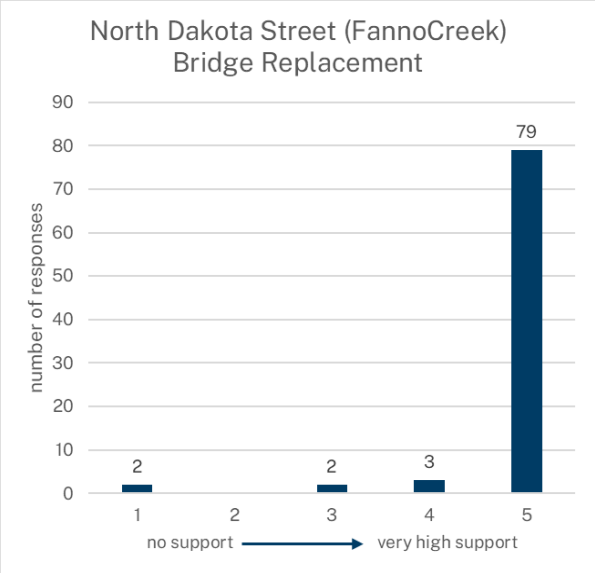


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 89

Average project rating: 4.8

Number of online survey written comments: 69

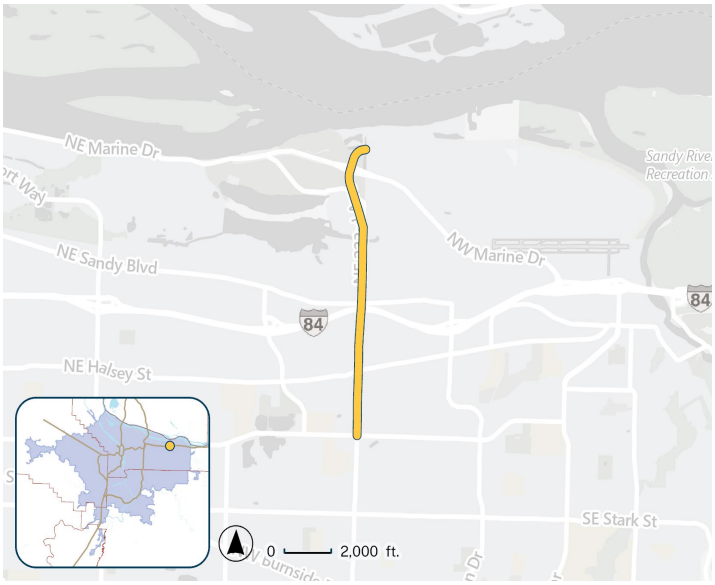


Comments are overwhelmingly supportive, emphasizing the heavy use of this narrow bridge. Safety for commuters for all modes was a theme.

"Replacement of this bridge is of utmost importance to continue to support appropriate efficiency of travel and appropriate traffic flow. If the bridge is not replaced, it will create traffic bottlenecks; over congestion in some parts of the city, and longer travel times for all. Please place high priority on this project to promote continued livability in our community."

"The Fanno Creek trail is a major foot traffic arterial that crosses this road, near the bridge. The wetland, creek and Tualatin River will benefit greatly from an improved crossing, drainage and water management."

Northeast 223rd Ave: Northeast Glisan to Northeast Marine Drive Safety Corridor Planning | Multnomah County | $897,300

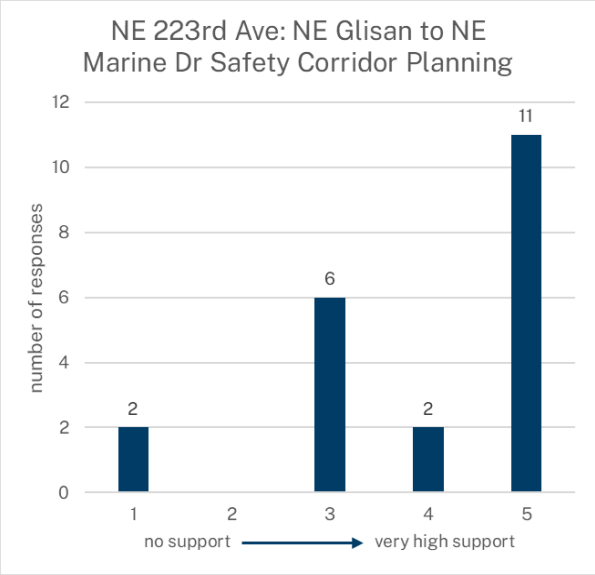


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 21

Number of online survey written comments: 12

Average project rating: 4.0



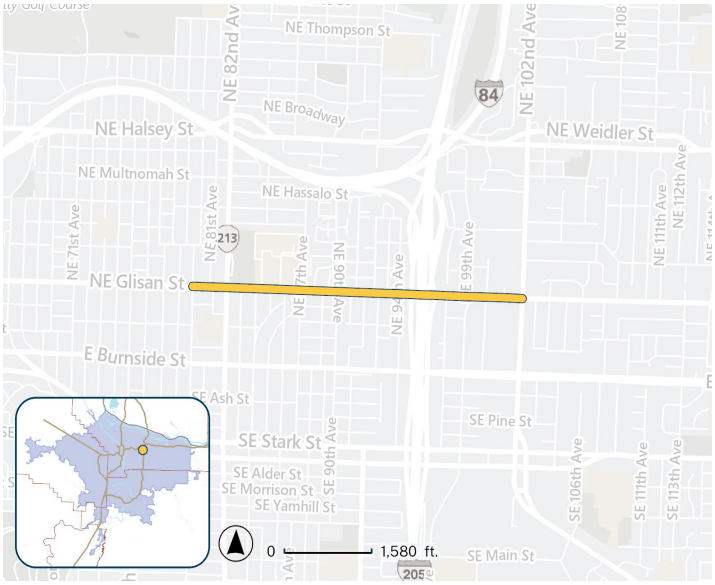
Comments were mostly supportive and overwhelmingly focused on safety for bicyclists and pedestrians.

"223rd desperately needs safety improvements with lack of sidewalks or adequate bike lanes in many areas. This road is primary access to both Blue Lake Park and Chinook Landing boat launch as well as the Marine Drive bike path."

"I lead a group bike ride on this section monthly and it's the scariest part of our day. Wider bike lanes/shoulders, bike signage would help."

"People are having to walk in the road! Please fund this project."

Northeast Glisan St: 82nd Avenue Multimodal Safety and Access | Portland BOT | $7,732,932

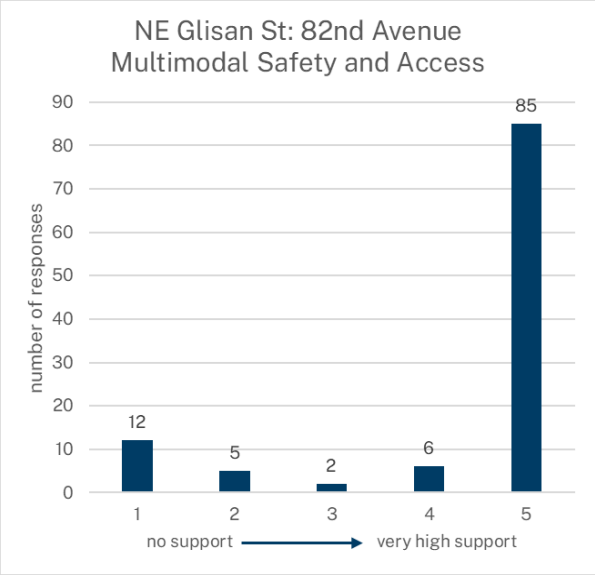


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 110

Average project rating: 4.3

Number of online survey written comments: 87



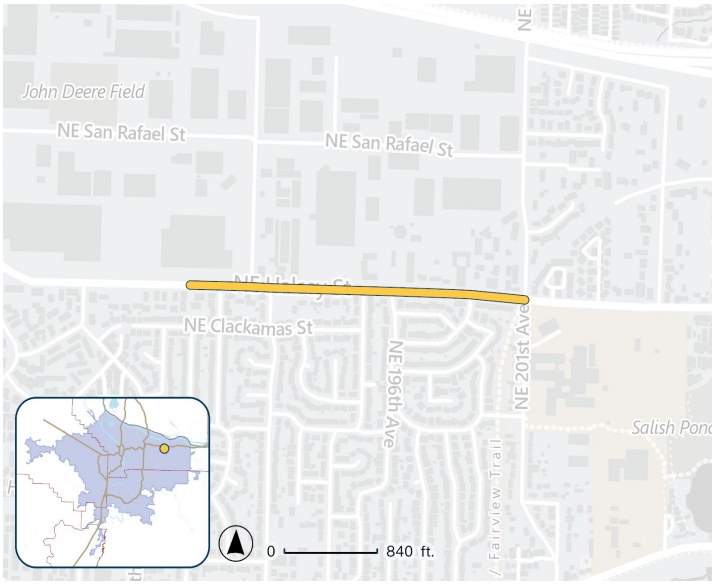
The majority of comments were supportive, voicing support for improved safety for all modes of travel along the corridor. Concerns were about whether bicycle infrastructure will be used if invested in.

"NE Glilsan St. is 30 mph. Do NOT put bicycle lanes on NE Glisan St. This portion of NE Glisan St. is used by freight semi- trucks to travel to I-205. It is a steep hill from NE 87th Ave. to NE 90th Ave."

"I have clients and co-workers with visual impairments that live/work along this stretch of Glisan. Prioritzing this portion of Glisan would impact their ability to safely and independently travel along this stretch of Glisan."

"No one uses the existing bike infrastructure on Halsey, so continuing to waste money on additionally pointless 'investments' makes no sense."

Northeast Halsey Street Complete Street: 192nd Avenue - 201st Avenue | Gresham | $9,420,793

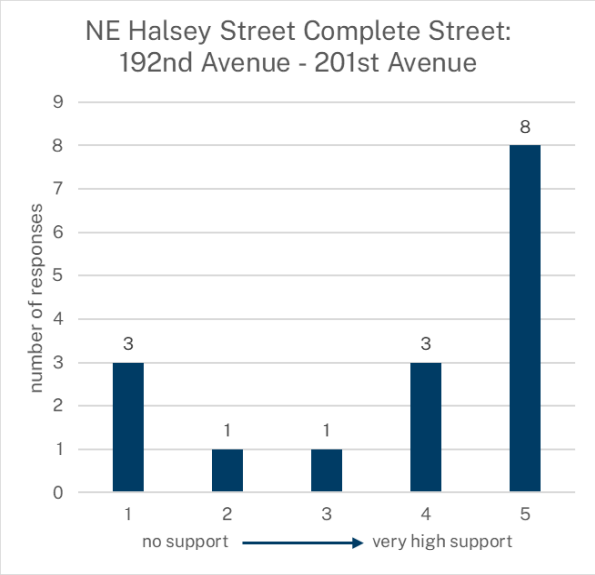


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 16

Average project rating: 3.8

Number of online survey written comments: 9



Comment sentiment was mixed, the need for bicycle and pedestrian safety was affirmed, with concerns highlighting project prioritization and distance from town.

"This road desperately needs protection for bikes and pedestrians. Please fund this project."

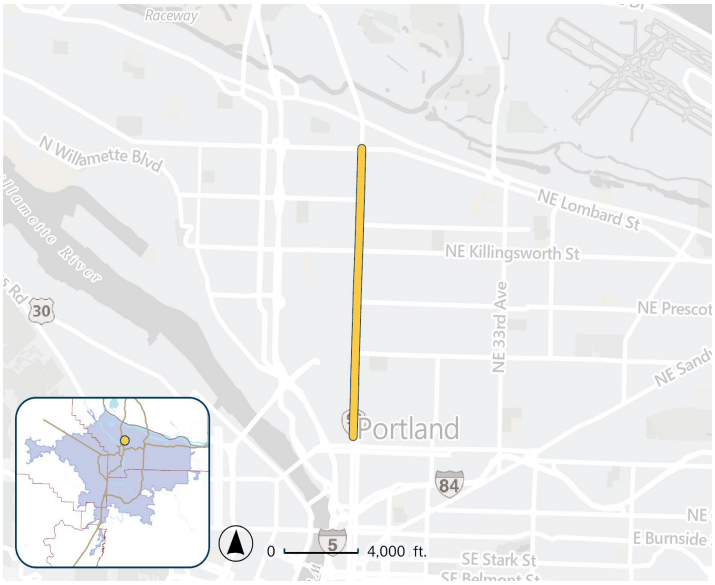
"This is a massive amount of money for a small amount of impact. There is not good connectivity in this area so what is the point of all this work?"

"This is a great project as this part of Halsey has needed improvements for quite a while. The proposed solution is a great fit for what is needed here."

"I am so tired of seeing so much money spent on bike lanes that are not used."

"Why sidewalks so far out from town, when there are lots of places with no sidewalks closer in?"

Northeast MLK Jr Blvd Safety and Access to Transit | Portland BOT | $4,879,517

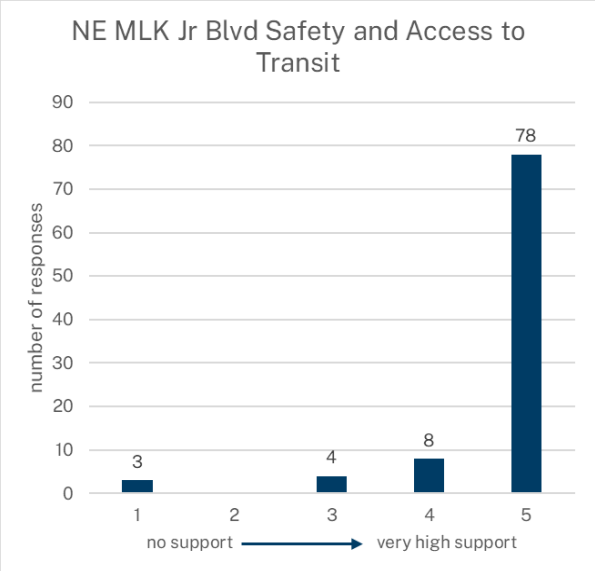


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 93

Average project rating: 4.7

Number of online survey written comments: 59

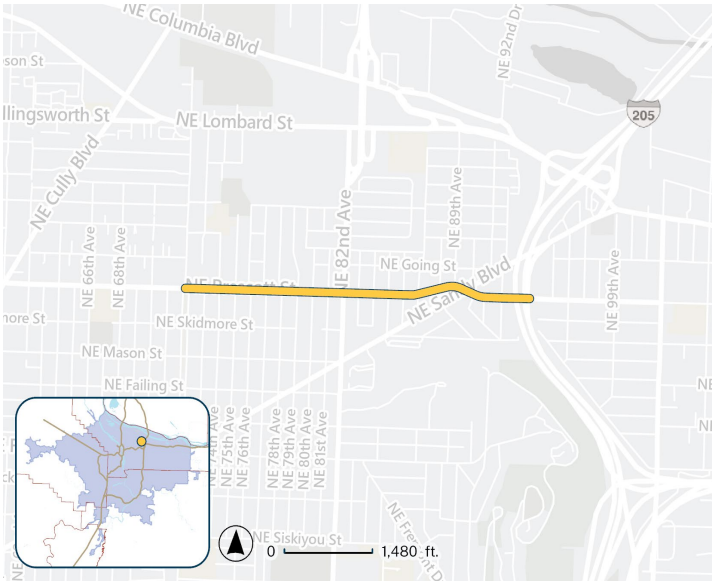


The majority of comments were supportive. Comments frequently touched on the need for safer crossing and reduced vehicle speeds.

"I know this project came out of partnership with the Soul District and it has been long wanted by the Black community. Please fund this so it's easier to walk across MLK and access local businesses."

"I live on a block right off MLK Jr. and often drive, bike, and walk down this corridor. With the proposed improvements, I would be much more inclined to walk and bike over choosing my car to go get food at the food carts, pick up my medication at the Walgreens, and even walk over to go volunteer at the Oregon Humane Society."

Northeast Prescott Street: 82nd Avenue Multimodal Safety and Access | Portland BOT | $7,577,698

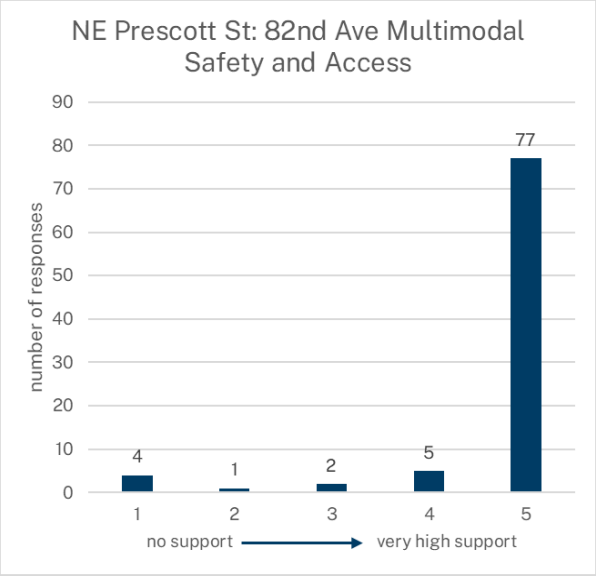


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 89

Average project rating: 4.7

Number of online survey written comments: 73

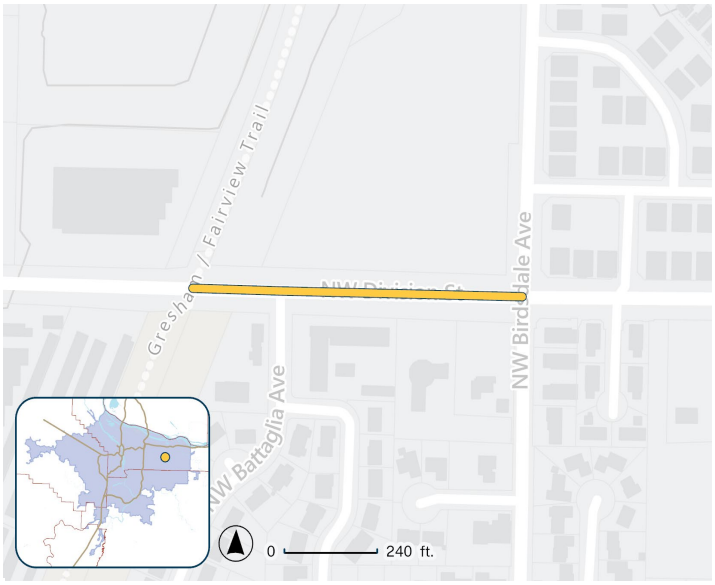


The majority of comments were positive, emphasizing bicycle safety, traffic calming, connectivity and the need for sidewalk infill.

"The 82nd project has been through very extensive community engagement with formal groups and engaged community organizations and I think a lot of folks have been able to weigh in so these are well considered changes."

"Prescott is one of the few ways for cyclists to cross 205, and one of only three that is not a High Crash Corridor. It's the only way to traverse 205 north of Rocky Butte. It's also one of the few ways for people to access Gateway Green. These upgrades will improve the safety of this route. If we're serious about climate change we need to make it safer for everyone to traverse across 205"

Northwest Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue | Gresham | $4,067,496

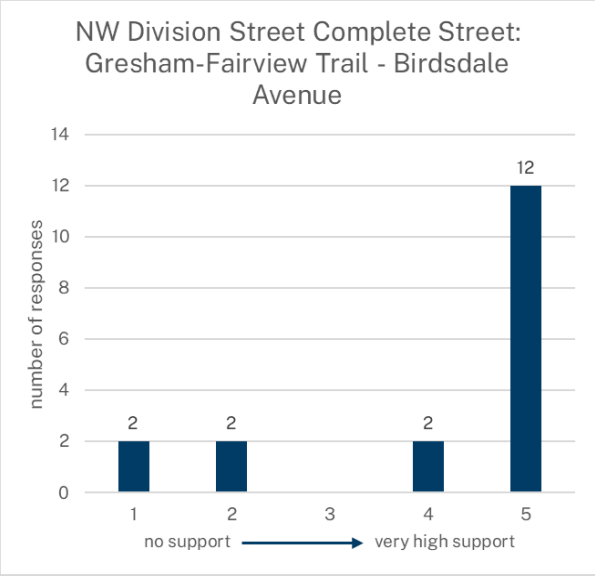


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 18

Average project rating: 4.1

Number of online survey written comments: 7



Comment sentiment was mixed, with a focus on improving safety for pedestrians and bicyclists.

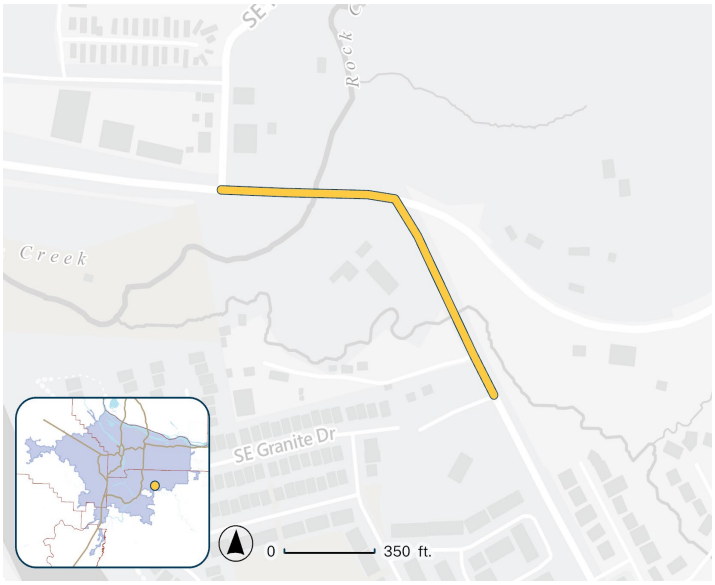
"Fully in support of sidewalks, completely against adding bike lanes. Division is a heavily travelled road and cyclists should be discouraged from traveling down this highly congested area."

"Makes life safer for those outside of a car, makes our planet healthier, makes our communities more economically resilient."

"This seems like an easy win. Let's help pedestrians and cyclists make their way down NW Division Street off the Fairview Trail. Very cool."

"I ride the Fairview-Gresham trail occasionally. The utility of this improvement is not clear to me."

OR-212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements (CON) | Happy Valley | $12,026,120

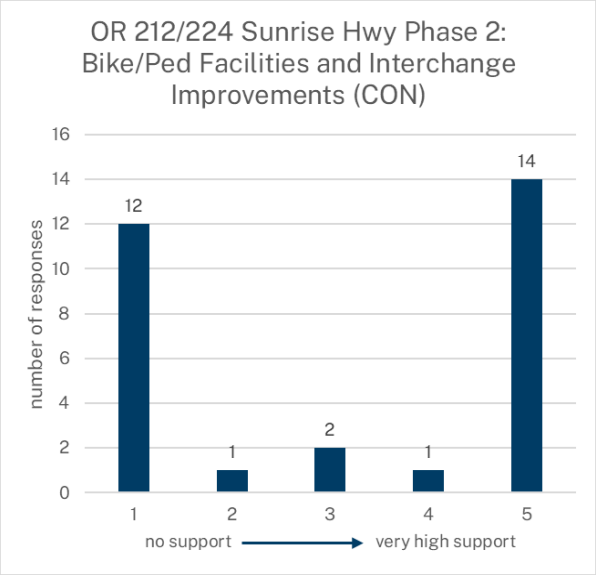


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 30

Average project rating: 3.13

Number of online survey written comments: 23



Comments were mixed in sentiment, with many concerns about prioritization and alignment with regional goals.

"The county should not be prioritizing transportation funding in unincorporated areas."

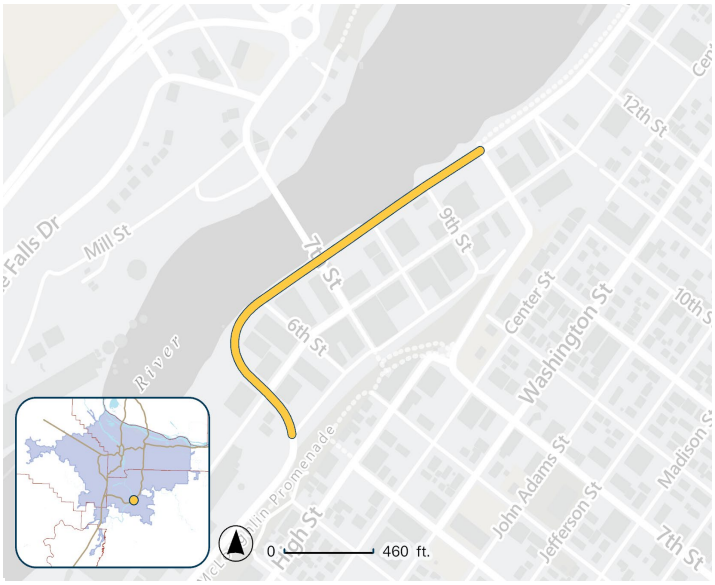
"Very dangerous intersection that is car-centric…very helpful for the thousands of residents in the area. It's the only connection between the commercial area and the many neighborhoods to the south of the intersection"

"Please do not fund this project that is part of a larger freeway/expressway project that is contrary to so many regional policy goals"

"It's regionally significant as it is the primary East-West route through northern Clackamas County. The people living in this community deserve to be safe and separated from commuter traffic."

"More lanes for cars? No thank you."

OR-99 East (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development | Oregon City | $3,832,341

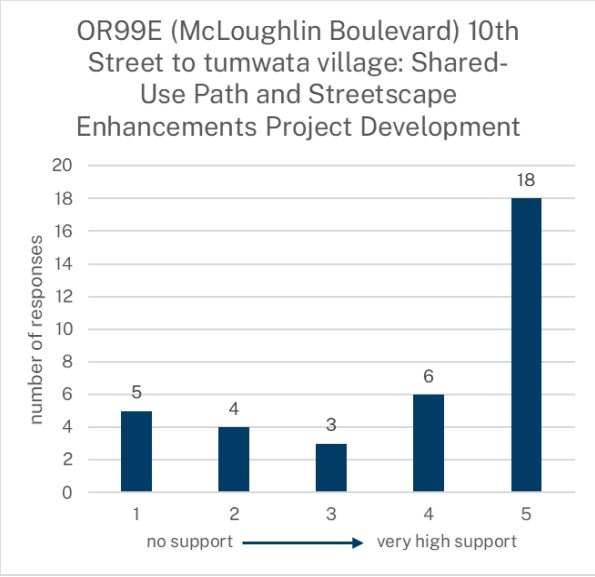


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 36

Average project rating: 3.78

Number of online survey written comments: 29

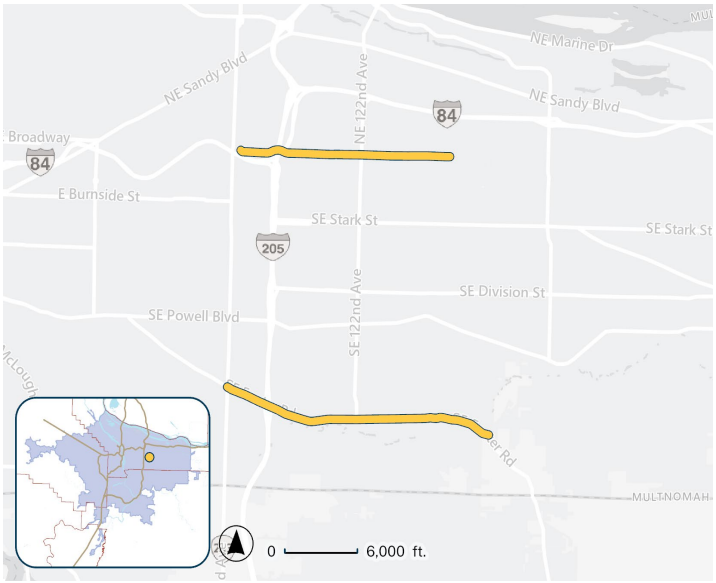


Comments were mostly positive, noting safety, economic significance and benefit to tribes. There was some concern about impact on the environment.

"Could be a great draw for the community in addition to provide respectful and fitting integration for local tribes: i.e. Improved fishing access, tourism."

"Oregon City 99E Enhancements and Trails is an interesting concept but it has not addressed the issues of a loss of a riverside forest or serious impacts to that forest. Oregon City has no riverside forest on the Willamette and this is the only heavily vegetated area that has emerged over the last 100 years. The forest is inhabited by American Bald Eagles and Osprey nests and numerous Great Horned Owl nests over its 2000 ft length area."

Outer Halsey and Outer Foster (ITS Signal Improvements) | Portland BOT | $4,416,999

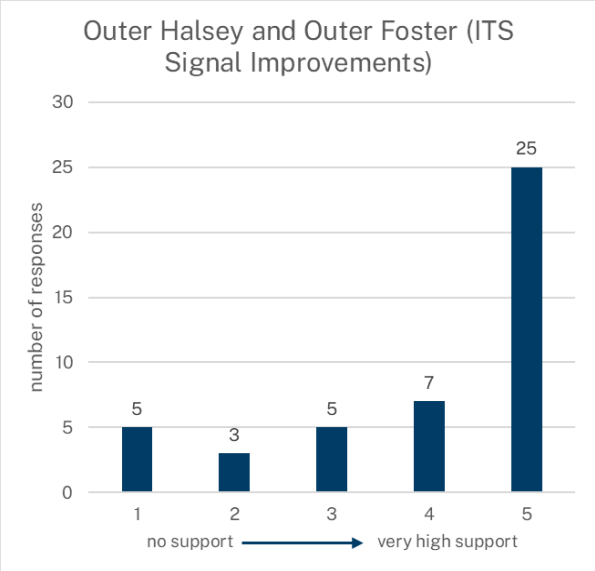


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 45

Average project rating: 4

Number of online survey written comments: 32



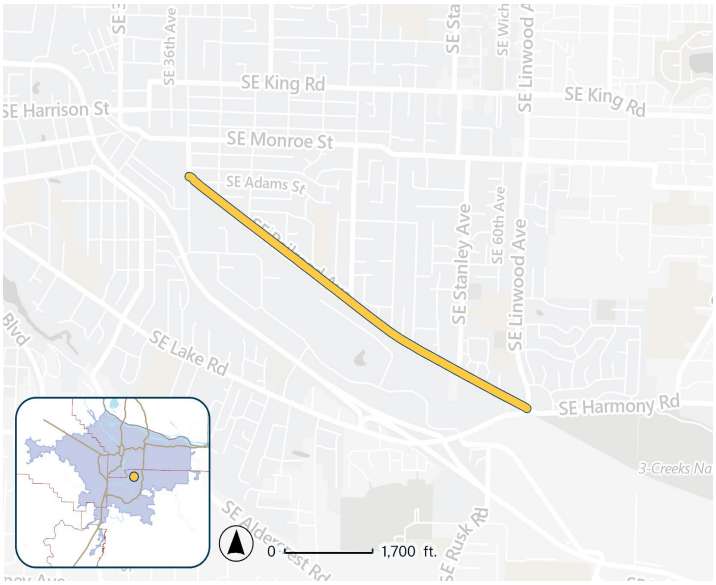
Comments are mostly positive, the need for traffic management in order to enhance pedestrian safety and support transit is clear.

"Coupled with the Glisan through street, I think this will open up opportunity east of 205 and allow for more pedestrian traffic to move towards the greenlines and Mall 205."

"I feel very concerned for my safety when walking, driving or biking around SE. There are many confusing intersections, and blind turns."

"The Lents Town Center Monument is actually currently broken because cars keep hitting it. On SE Foster and SE 92nd, you can still see the crumbling building where a Tesla crashed into the building. Refuge Coffee House on SE Foster is missing a window because someone crashed into the building."

Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue | Milwaukie | $2,707,217

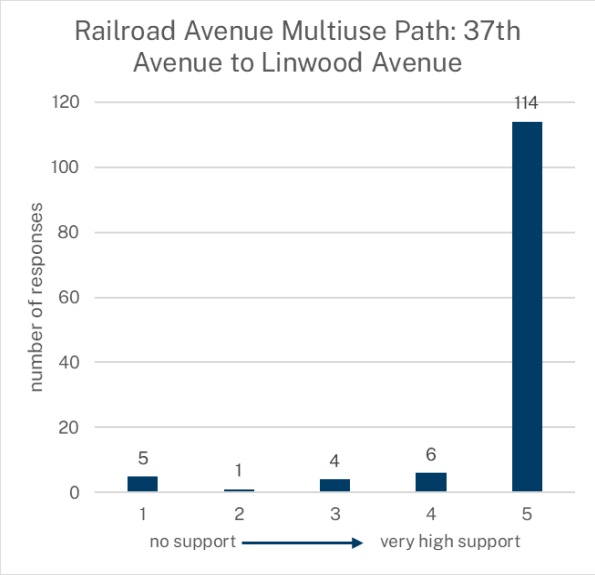


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 130

Average project rating: 4.7

Number of online survey written comments: 107

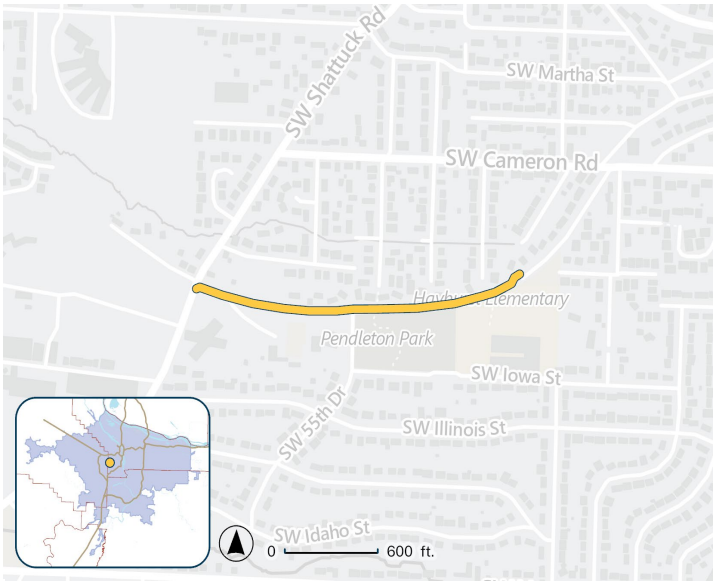


The majority of comments are supportive and enthusiastic about improving connectivity. Concerns were about further delaying traffic as well as the project cost.

"Right now getting to CCC's Harmony Campus and the N. Clackamas Aquatic Center is either dangerous or extremely meandering. These are important parts of our community that are currently really hard to access except via car! Adding a multiuse path will make a huge difference and make those spaces much more accessible"

"It is no secret that the intersection of Harmony, Linwood, and Railroad is extremely heavily used. The railroad crossing adds further delays for traffic. Adding the path would be unsafe and would add additional, unnecessary delays for motorists."

Red Electric Trail East of Southwest Shattuck Road | Portland Parks | $3,938,250

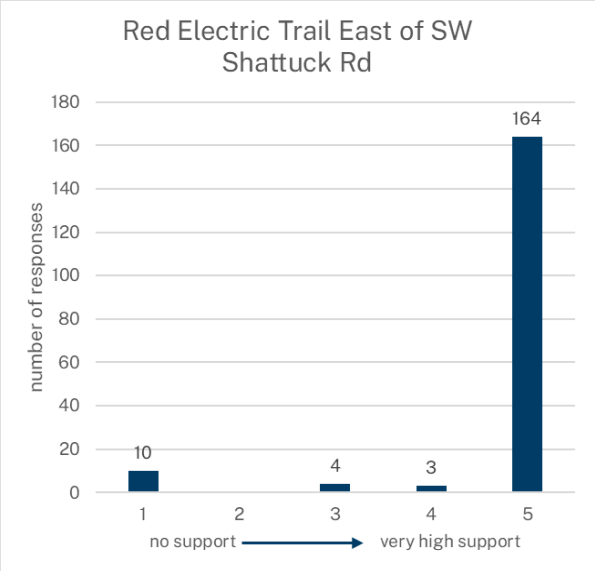


Number of letter, email and voice mail comments: 1

Total number of project rating responses: 181

Average project rating: 4.7

Number of online survey written comments: 163



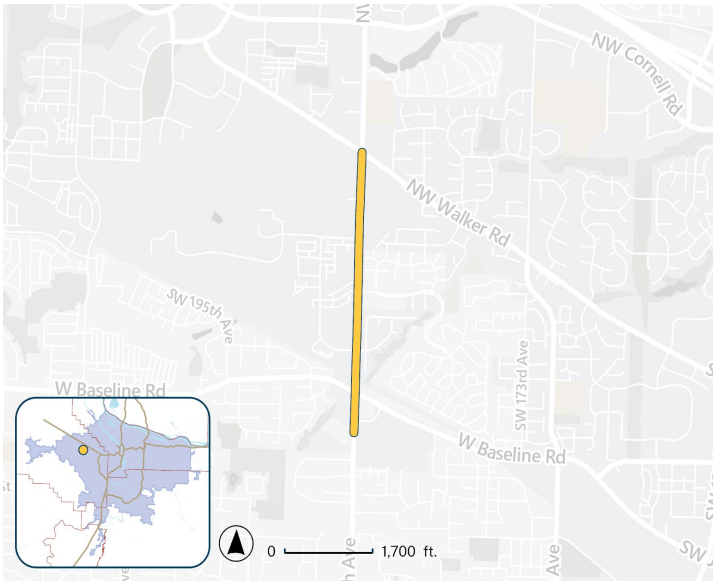
The majority of comments are supportive with concerns coming from residents who live near the proposed trail or see downsides to greater access to schools and parks. There was general support for safety and accessibility, community connectivity and active transportation.

"My wife and I have enjoyed walking the trails in southwest Portland for decades. As she gradually becomes more disabled, however, we can no longer manage most of them. None are ADA-accessible, and the area does not have many sidewalks, so it's hard to find a good place for us to stroll.

That's what is so exciting about the Red Electric Trail. It will be ADA-compliant, run on relatively level terrain, and my wife will be able to walk along it with her walker. That makes it unique in this area."

"Frankly, I don't really want a ton of people having easier access to the unattended back side of our school grounds."

Smart Southwest 185th Avenue ITS and Better Bus Project | Hillsboro | $4,572,738

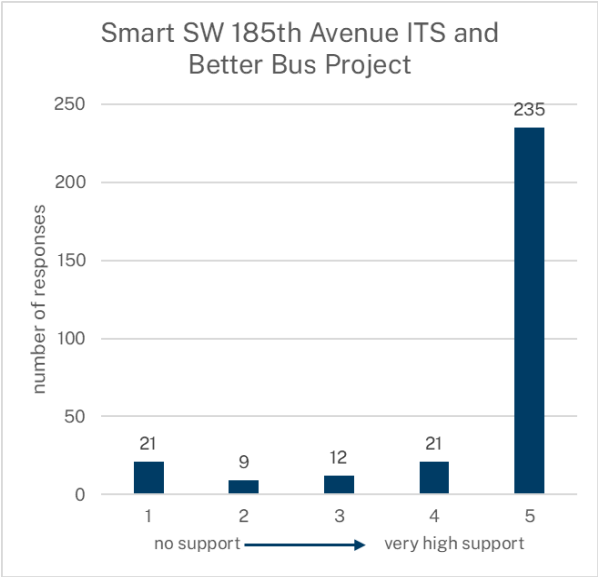


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 298

Average project rating: 4.5

Number of online survey written comments: 231



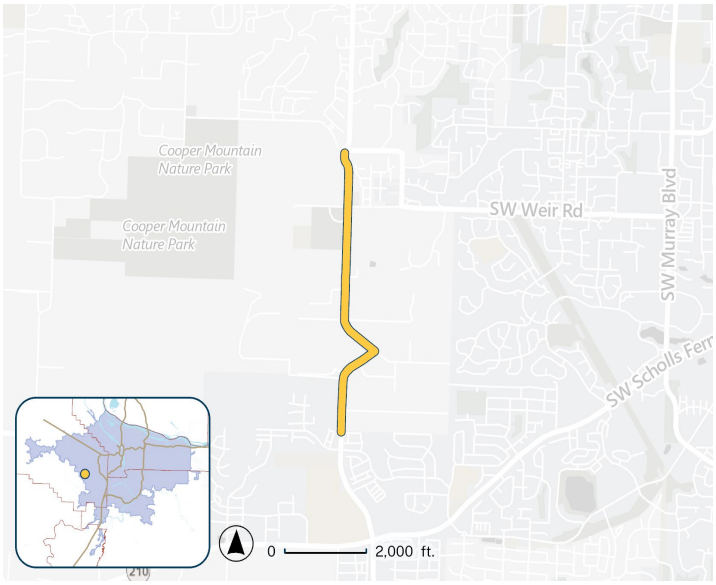
Comments were mostly positive, highlighting traffic congestion and safety and the effect of the MAX on traffic. There was mixed sentiment on using artificial intelligence (AI) in traffic management.

"Would love to see more integration of technology to help improve traffic flow around Hillsboro."

"As Hillsboro continues to grow, we need to ensure all people in different modes of transit (car, bike, walking, bus, light rail, etc.) have safe and predictable ways to travel 185th.

"Build better infrastructure to support non-car-oriented travel, such as separated bike and ped paths. This intersection is a nightmare to cross on foot or bike. "AI" will not help with this."

Southwest 175th Design: Southwest Condor Lane to Southwest Kemmer Road | Washington County | $2,593,196

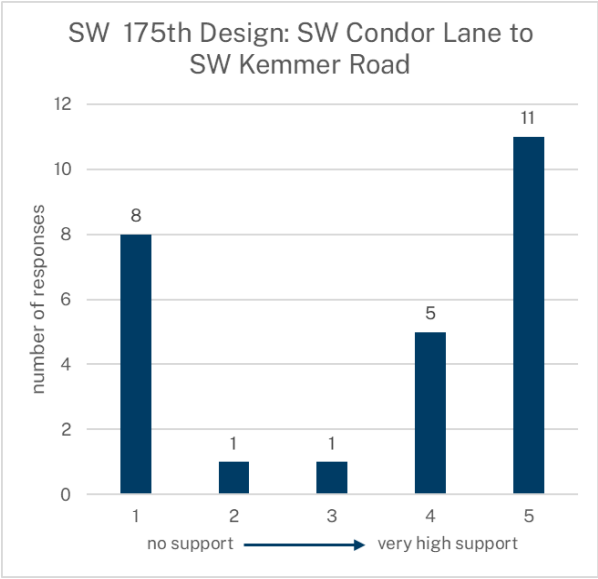


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 26

Average project rating: 3.4

Number of online survey written comments: 18



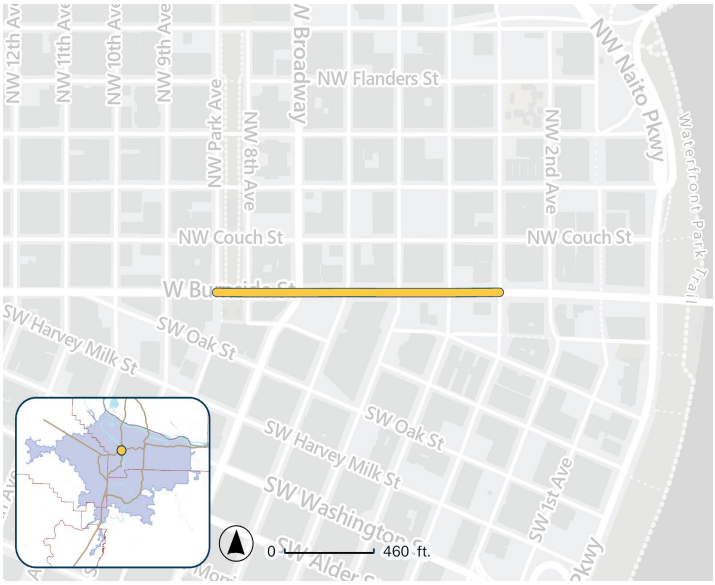
Comment sentiment was mixed. While the need for road improvements was a theme, many questioned whether the project would ultimately support active transit or achieve regional goals.

"Straight roads encourage people to drive fast. I'd prefer to leave this turn in there to force people drive slower."

"This is a dangerous curve, especially with teens driving to MHS. However, I worry about speeds if the road is re-aligned."

"This section of road and this intersection is dangerous, particularly at night. I am supportive of doing studies and coming up with alternative designs for this stretch."

West Burnside Green Loop Crossing | Portland BOT | $7,677,446

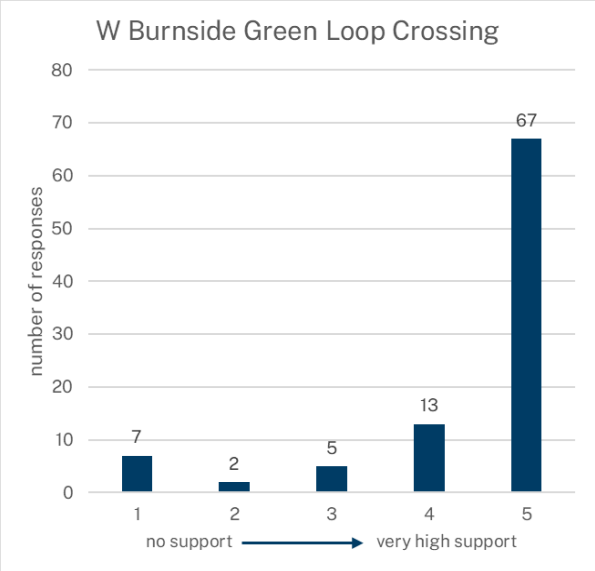


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 94

Average project rating: 4.4

Number of online survey written comments: 68



Comments were mostly supportive, emphasizing the need for pedestrian and cyclist safety improvements and expressing excitement for the Green Loop.

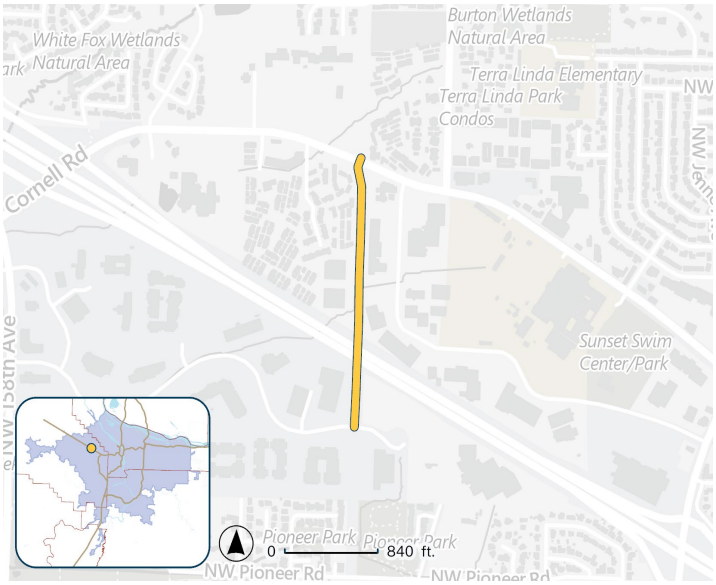
"This project combines the many needs of the people who live and work near the park blocks (and will continue moving to these areas as they continue to grow) to help provide a better public space for everyone."

"Because this project is between the very busy Burnside crossing intersections of both Old Town and the Pearl District, pedestrians are much more likely to be utilizing this area now and in the future."

"Removing car traffic lanes in support of this project is a terrible idea."

"Removing traffic lanes to add in bike lanes will ALWAYS be a good thing!!"

Westside Trail Pedestrian and Bicycle Bridge Over Highway 26 | Tualatin Hills PRD | $6,000,000



Number of letter, email and voice mail comments: 0

Total number of project rating responses: 115

Average project rating: 4.6

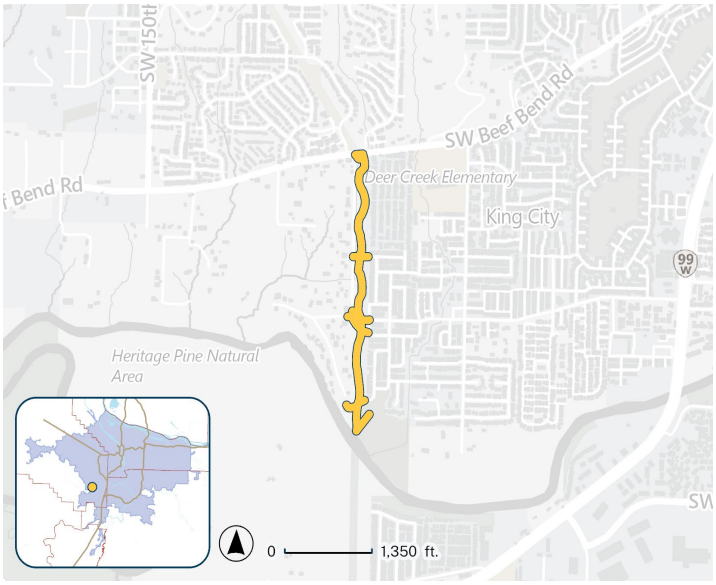
Number of online survey written comments: 87



Comments were overwhelmingly supportive, emphasizing the need for pedestrian and bicycle safety, especially for students and recreators.

"Sunset High School cross country and track runners (100+ students) run in this vicinity, their routes often taking them across the Murray Rd or Cornell Rd overpasses during rush hour traffic. Construction of this pedestrian bridge over Hwy 26 would create a much safer alternate route for these students. I'm certain the bridge would also be utilized by the greater community as biking, walking, and running our common activities throughout the trail systems north of Hwy 26."

Westside Trail Segment 1 - King City | King City | $7,841,343

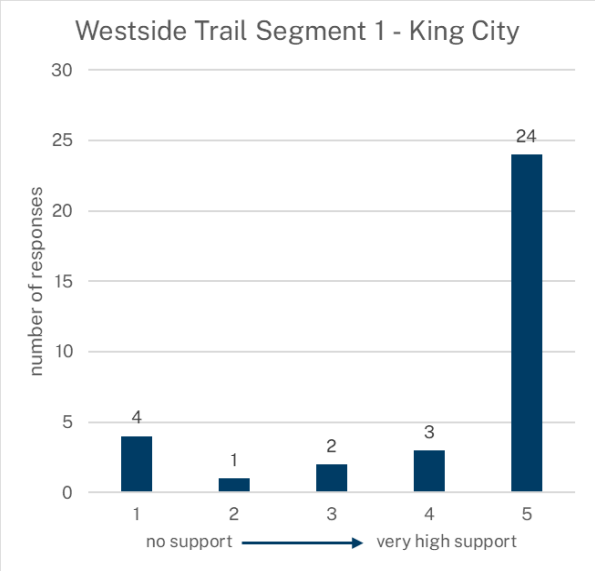


Number of letter, email and voice mail comments: 1

Total number of project rating responses: 34

Average project rating: 4.2

Number of online survey written comments: 20



Comments were mixed in sentiment. There is excitement about the potential for extensive connectivity, with concern for local support and environmental impact.

"With the UGB recently expanded to the west side of this corridor and new urban development on the way, now is a perfect time to fund this project... In King City, it would be the only continuous active transportation route between Beef Bend Rd. and Tualatin River as 99W still has several serious gaps for pedestrians and cyclists."

"I'm in favor of power line trails on principle and it would be great to be able to bike from Tualatin to Bethany someday but…this stretch of the river and the natural resources around it need to be protected."

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

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

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
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Auditor
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600 NE Grand Ave. Portland,
OR 97232-2736
503-797-1700

Appendix A: Public Comment Notices and Invitation to Participate

Step 2 2028-30 Regional Flexible Funds.

May 2025

Metro

Metro News

Public notice: Opportunity to comment on transportation projects submitted for the 2028-30 Regional Flexible Funding Allocation process

March 26, 2025 11:59 a.m.

Share your feedback on transportation projects seeking federal funding to invest in roadways and trails and make it easier and safer to walk, bike and use transit. Comment now through Wednesday, April 30.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the Regional Flexible Funding Allocation (RFFA).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to $88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

Learn more about the new project bond ⟶

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails,

sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. Your input is valuable in selecting projects for these highly competitive funds.

Learn more about the proposed projects ⟶

How to comment

Let decision makers know what you think about the proposed bond and local projects. The public comment period is open now through April 30, 2025.

There are a variety of opportunities for comment:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
  - Step 1.A1 bond survey
  - Step 2 survey in English and Spanish
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850
- **Provide public testimony** in the presence of decision-makers at the Joint Policy Advisory Committee on Transportation meeting on Thursday, April 17.

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

Learn more about regional flexible funds ⟶

RELATED STORIES





Metro

Metro News

Public hearing notice: Comment on the 2028-30 Regional Flexible Funding Allocation process at JPACT

April 16, 2025 11:35 a.m.

Join the Joint Policy Advisory Committee on Transportation (JPACT) meeting on Thursday, April 17th to share your feedback on transportation projects seeking federal funding. Projects will invest in roadways and trails and make it easier and safer to walk, bike and use transit.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the Regional Flexible Funding Allocation (RFFA).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

Public comment open until April 30th

The 2028-30 RFFA public comment period is open now until Wednesday, April 30. There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to $88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

Learn more about the new project bond

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. Your input is valuable in selecting projects for these highly competitive funds.

Learn more about the proposed projects

Share your comments at JPACT

The Joint Policy Advisory Committee on Transportation (JPACT) will hear tesitmony at their virtual meeting on Thursday, April 17. Share your thoughts on the proposed bond and local projects in the presence of decision makers.

Public testimony is anticipated to begin at 7:50 a.m. You are encouraged to sign up to speak in advance.

April 17 JPACT meeting details ⟶

How to give testimony ⟶

Other ways to comment

There are a variety of opportunities for comment until Wednesday, April 30:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
  - Step 1.A1 bond survey
  - Step 2 survey in English and Spanish
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

Learn more about regional flexible funds ⟶

RELATED STORIES

Metro

April 1 ·

Please weigh in on which roads, transit, sidewalks and trails projects you support! Metro is considering funding 24 projects throughout the community.

Survey available in English: https://bit.ly/4jbDzDZ or Spanish: https://bit.ly/3QZrCp6.





oregonmetro



30 2 10

oregonmetro 🎆📣 Please weigh in on which roads, transit, sidewalks and trails projects you support!

Metro is considering funding 24 projects throughout the community, with up to $42 million available in funding. Survey available in English or Spanish via the link in bio.

less

From: Robert Spurlock
To: Grace Cho; Molly Cooney-Mesker
Cc: Layne Wyse
Subject: FW: [External sender]Regional Trails Advocates: Regional Flexible Funds Public Comment is Open
Date: Friday, April 4, 2025 11:50:19 AM

From Steph...

Robert Spurlock, AICP | Metro | Regional Trails Planner
503-896-1700 | oregonmetro.gov/trails
My gender pronouns: he, him, his | Schedule: 8:30 a.m. to 5 p.m. Monday to Friday

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi All,

There are a number of regional trails projects competing along with other on-street projects in the current Regional Flexible Funds cycle. **JPACT will be accepting public testimony at the April 17th meeting, and the public comment period is open through April 30th.**

> Dear Portland metro area trails supporters,
>
> The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications. In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).
>
> With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

We encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.

Steph Noll
Coalition Director
she/her
503-290-4569

https://www.oregontrailscoalition.org/
Oregon Trails Coalition
P.O. Box 14814
Portland, Oregon 97293

https://www.instagram.com/ortrailscoalition/
https://www.facebook.com/oregontrailscoalition/

From: Ramona Perrault
To: Ramona Perrault
Subject: 2028-2030 Regional Flexible Fund Public Comment
Date: Thursday, March 27, 2025 10:36:39 AM

Dear Joint Policy Advisory Committee on Transportation (JPACT) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications. In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal
Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2
With each Regional Flexible Funds cycle, cities, counties, and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks, and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage. Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

Metro | Making a great place

From: Ramona Perrault
To: Ramona Perrault
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Thursday, April 3, 2025 11:27:57 AM

Dear MPAC members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal
Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2
With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.
Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

From: Miriam Hanes
To: Miriam Hanes
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Tuesday, April 1, 2025 10:25:20 AM

Dear Metro Technical Advisory (MTAC) members, alternates and interested parties,

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.

Thank you.

Sent on behalf of Grace Cho, Principal Transportation Planner, Metro

Miriam Hanes (she/they)
Program Assistant, Urban Policy & Development
Metro | oregonmetro.gov
600 NE Grand Avenue, Portland, OR 97232
desk: 503.797.1562, mobile: 971.378.3010

From:	Dorian Campbell
To:	Dorian Campbell
Subject:	28-30 Regional Flexible Fund Public Comment
Date:	Wednesday, March 26, 2025 3:57:24 PM
Attachments:	image001.png

Dear Transportation Policy Alternatives Committee (TPAC) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the April 17th meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to $88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's online open house.

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of $140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to $42 million available. To comment on individual project applications, please visit the Step 2 website and navigate to the dynamic mapping tool to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the Regional Flexible Fund webpage.

Thank you.

Sent on behalf of Grace Cho

Dorian Campbell She/They
RTP Program Assistant
Metro | oregonmetro.gov
600 NE Grand Ave.

Appendix B: Comment Received by Email

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

From: Tim Mccarthy
To: Trans System Accounts
Subject: [External sender]Public comment on the 2028-30 Regional Flexible Funds Allocation
Date: Monday, March 31, 2025 7:49:09 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

It is really sad to have horribly rough roads due to projects that dig up the new smooth pavement and replace it with garbage. The roads are so bad that it is destructive to our vehicles. I cannot believe that it is not possible to do a better job of replacing pavement
Sent from my iPhone

From: Jim Wygant
To: Trans System Accounts
Subject: [External sender]Burnside Bridge Replacement
Date: Tuesday, April 8, 2025 1:37:20 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I am responding to the request for public input about the proposed construction of a new Burnside Bridge. I grew up in Portland, and have seen a lot of changes, some of which I regard as unfortunate. The state engineer who designed the Marquam Bridge wanted to run an off-ramp to a proposed freeway that would replace Powell Blvd. Fortunately that plan for replacing Powell Blvd. occurred at a time when we did not assume that highway engineers knew best. The off-ramp to Powell was discarded.

We are now considering new construction to replace the Burnside Bridge across the Willamette River. It is regrettable that we are still trying to design around the Marquam Bridge and the ugly, slow-moving freeway snake that runs along the east side of the river. The consequence for the new bridge plan is that the bridge must be stretched to accommodate the freeway. This is not only ugly and expensive. It is ignores the facts that:

1) traffic now crawls across the Marquam Bridge and along the east side;

2) most of the drivers are headed for areas that they could reach faster by using the Fremont Bridge, but they don't know how to do that;

3) before committing to spending money on a new bridge, the re-routing of I-5 traffic to the Fremont Bridge would move traffic more effectively and remove the ugly nonsense along the east bank of the river. It reminds me that San Francisco had an ugly two-layer ramp along the bay that they could not decide to get rid off -- until an earthquake knocked it down.

I know this has been argued before, but you are planning new construction that is expensive and unnecessary. It will also cost a lot, achieve nothing in expediting traffic, defers to another generation a difficult decision, and preserves one of the ugliest developments in the history of Portland.

Jim Wygant
7505 SE Reed College Pl.
Portland 97202

--
This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Joseph Stenger
To: RFFA
Subject: [External sender]Step 2. 82d Ave bicycle lane project
Date: Friday, April 4, 2025 4:29:37 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I tried several times to complete the survey questions on the 82d project, but the survey page won't accept the county name so I can't submit my response. Clearly glitchy. Here is what I want to say.

Rank 5/5
I live west of that area. I ride Prescott to the 205 multiuser trail but it does not feel safe! This project will be terrific.
Any project that makes it safer for cyclists and walkers will get people out of cars, make traffic flow quicker, reduce deaths and reduce tailpipe pollution.

Multnomah County.

From: Summer Beanland
To: Summer Blackhorse
Subject: FW: [External sender]Sunrise Gateway Corridor Project
Date: Monday, April 14, 2025 2:44:56 PM

I think this might be for you.

Summer Beanland
Administrative Assistant
Office of the COO
My gender pronouns: she, her, hers.

Cell: 971-712-3792
Metro | www.oregonmetro.gov



From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Monday, April 14, 2025 2:35 PM
To: Summer Beanland <Summer.Beanland@oregonmetro.gov>
Cc: Trans System Accounts <transportation@oregonmetro.gov>
Subject: RE: [External sender]Sunrise Gateway Corridor Project

Looks like another RFFA comment below

From: Roger Hough <rogerhough@houghteam.com>
Sent: Monday, April 14, 2025 2:26 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise Gateway Corridor Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a longtime resident and real estate broker in the Happy Valley area, I'm writing to express my enthusiastic support for the Sunrise Gateway Corridor Project.

This is far more than just a transportation improvement — it's a visionary investment in the future of our region. The emphasis on placemaking, safe and accessible bike and pedestrian pathways, increased connectivity between neighborhoods, and thoughtfully planned green spaces will make a lasting, positive impact on both livability and economic opportunity in East Clackamas County.

Our community is growing rapidly, and with that comes the responsibility to grow smart. This project reflects a proactive approach to regional equity, safety, and sustainable infrastructure. It can reduce congestion, expand multimodal transit options, and support job creation — all while preserving the character and charm that makes Happy Valley such a desirable place to live and work.

I strongly encourage your continued investment in this initiative and urge approval of the funding to move the next phase of design forward. This is the kind of bold, thoughtful planning our community needs — and deserves.

Thank you for considering this important step forward for our region.

Warm regards,

Roger Hough
Principal Broker

Roger Hough, Principal Broker with The Hough Team

Better Homes & Gardens Realty Partners, 12550 SE 93rd Ave, #120 Clackamas 97015

M 503.516.5688 | O 503.698.6600 | RogerHough@HoughTeam.com
| www.HoughTeam.com

Licensed in Oregon and Washington

From: Rose Causey
To: Trans System Accounts
Subject: [External sender]Sunrise Gateway Corridor project
Date: Monday, April 14, 2025 4:52:16 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Re: Sunrise Gateway Corridor Project
I am in favor of improvements to Hwy 212, and I believe that it is urgently needed. It is a popular highway in Clackamas County which connects from I-205 out east into the country north of Carver all the way past Boring into Sandy. Traffic is quite backed up during rush hours am and PM from I-205 to Damascus. It is difficult to turn onto from side streets. There should be improved lighting and some room in the center with left turn lanes in it. Also, some sort of raised dividers to help prevent traffic collisions. There has been loss of life on Highway 212 over the past few years due to head on collisions. A bike path or sidewalk on the south side would be helpful. Dividers of some sort would be good between left turn lanes between intersections.
Thank you for listening to concerned citizens of Oregon
Rose Causey

From: Prad Shah
To: Trans System Accounts
Subject: [External sender]Sunrise Gateway Corridor/Highway 212 Project
Date: Monday, April 14, 2025 8:57:49 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I live in the Happy Valley area and enjoy the area very much. Schools, Park walking trails throughout the area. The Sunrise corridor/Highway offers a unique opportunity for development that would add a unique charm to the area, with some residences, some community activity centers and walking trails. Presence of Adrien C. Nelson high school presence offers a real livable community to the area.

I whole heartedly support the critical funding for the Sunrise Gateway corridor/Highway project.

Sincerely,

Prad Shah

From: Trans System Accounts
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding
Date: Monday, April 14, 2025 12:59:52 PM

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin
Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

From: Shrestha, Bandana
To: Trans System Accounts
Cc: Triplett, Stacey; brett@hvhikers.com; JStasny@clackamas.us
Subject: [External sender]Support of the Sunrise Gateway Corridor, Highway 212
Date: Monday, April 14, 2025 6:18:39 PM
Attachments: image001.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Transportation Team,

As a resident of Clackamas County who lives adjacent to and uses the Sunrise Gateway Corridor in my everyday life and as the State Director for AARP Oregon, I am writing to strongly encourage Metro to invest in the Sunrise Gateway Corridor/Highway 212. This investment is crucial for enhancing the safety and accessibility of the corridor for all modes of transportation. Furthermore, it will improve access to jobs, neighborhoods, transit options, and parks and open spaces for our region.

I had the privilege of serving on the Metro Local Investment Team for Get Moving 2020, where we heard from local residents, elected officials, and businesses and learned about the needs and opportunities for improving safety and transit access in the Sunrise Corridor. This experience brought home to me the importance of making strategic investments in this rapidly growing area.

The Sunrise Gateway Corridor is one fastest-growing areas in the metro region and is expected to continue growing with new homes, businesses, and residents. To support this growth and ensure that it is the right type of growth, it is essential to make critical investments to ensure this area remains a great place for people of all ages to live, work, and thrive. By investing in this corridor, Metro will support families, foster economic development, and help to create a community where people can age in place with the necessary transportation options, access to amenities and supportive environments that enhance quality of life.

Thank you for considering this important investment.

Sincerely,

Bandana

Bandana Shrestha
State Director, AARP Oregon
Resident of Clackamas

Bandana Shrestha बन्दना श्रेष्ठ
(she/her, how to pronounce my name)
State Director I AARP Oregon
1455 SW Broadway, Suite 1490
Portland, OR 97201
503-784-1789 (C) I 503-513-7368 (O)
bshrestha@aarp.org
Book a meeting with me.

CONNECT WITH US:
aarp.org/or|Facebook |Twitter |YouTube|Instagram|LinkedIn

AARP® Oregon

Wise Friend. Fierce Defender.

Ageism is prejudice against our own future selves.

"Look closely at the present you are constructing. It should look like the future you are dreaming." Alice Walker

April 21, 2025

Metro Council President Lynn Peterson
Metro Councilor Ashton Simpson
Metro Councilor Christine Lewis
Metro Councilor Gerritt Rosenthal
Metro Councilor Juan Carlos González
Metro Councilor Mary Nolan
Metro Councilor Duncan Hwang

Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Metro Council President Peterson and Metro Councilors:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. The City of Hillsboro supports the proposed bond as an opportunity to leverage federal and state funds, advance local and regional transit priorities, and support building projects that meet our community's urgent transportation needs.

I am grateful and pleased to see the bond proposal would invest in the Tualatin Valley (TV) Highway Safety and Transit Project – a collaborative multi-jurisdictional effort to make travel safer, enhance transit rider experience, and improve service speed and reliability along this well-traveled corridor. The TV Highway corridor supports one of the highest ridership bus lines in the region, while serving many communities of color, limited English proficiency speakers, and lower income communities. It is also a designated High Injury Corridor that desperately needs investments to improve safety.

The bond package demonstrates strong regional support to leverage significant federal, state and local funding. However, the draft bond allocation proposes $28 million dollars for the TV Highway Safety and Transit Project instead of its requested $30 million dollars. I appreciate that the proposed bond allocation strives to provide financial support to five regional projects. Still, I must emphasize the need for the full requested regional contribution amount for the TV Highway Safety and Transit Project.

Although the Oregon Department of Transportation (ODOT) could fill the $2 million dollar deficit, the uncertainty of those funds introduces many risks for the TV Highway Safety and Transit Project in maintaining expected local funding contributions and in applying for federal funding.

Mail 150 E Main Street, Hillsboro, Oregon 97123-4028 Phone 503.681.6100 Fax 503.681.6232 Web www.hillsboro-oregon.gov

Request: Revise the Metro proposal to include a full regional award amount of $30 million dollars for the TV Highway Safety and Transit Project securing this project and our communities' future.

Thank you for consideration, and I know that together we can advance our shared goal of improving transportation safety and equity for everyone in our community.

Sincerely,



Mayor Beach Pace

cc: Councilor Olivia Alcaire
Councilor Kipperlyn Sinclair
Councilor Saba Anvery
Councilor Elizabeth Case
Councilor Rob Harris
Councilor Cristian Salgado

From: Trans System Accounts
To: Summer Blackhorse
Subject: FW: [External sender]Support for Sunrise Gateway Project
Date: Monday, April 28, 2025 11:00:10 AM

-----Original Message-----
From: don smith <donsmith2269@gmail.com>
Sent: Monday, April 28, 2025 10:35 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: don smith <donsmith2269@gmail.com>
Subject: [External sender]Support for Sunrise Gateway Project

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Hello,

I whole heartedly support the Sunrise Gateway Project. Parallel/alternative/main routes are desperately needed in northern Clackamas County to relieve congestion, spread traffic out and provide a safe and fast route/avenue for emergency services.

If Metro has its eye on increasing the population around the 212 corridor, then a balanced transportation system is essential with adequate roads to prevent grid lock and move commerce.

Thank you,

Don Smith
11800 SE William Otty Rd
Happy Valley, OR 97086
503-730-0253
donsmith2269@gmail.com

From: Diana Helm
To: Trans System Accounts
Subject: [External sender]RFFA and Sunrise Corridor
Date: Monday, April 28, 2025 8:45:58 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello JPACT Team,

The Sunrise Corridor/Hwy 212 Project is a worthy recipient of the Regional Flexible Funds Allocation dollars. Jamie Stasney and her incredible team have done more public outreach than any project I have witnessed or been involved in over the past 15 years.

Please allocate funds in Clackamas County, it's long overdue!

Thank you,
Diana

Diana Helm
503.522.6305

SWTrails PDX

Promoting walking and cycling in SW Portland, OR
www.swtrails.org
Facebook @SwTrailsPortland
Follow @swtrailspdx

April 15, 2025

Dear RFFA Committee,

To appreciate the importance of the Hayhurst segment of the Red Electric Regional Trail it is crucial to keep in mind that this neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland.

This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site.

Portland Parks & Recreation's proposed RFFA project connects the Alpenrose site to the elementary school and to Pendleton Park, and has the potential to become a car-free, safe route to school for many young children.



The regional importance
The Red Electric Regional Trail will become a key connector for local, short distance trips within and between the many neighborhoods it passes through. And giving residents a safe way to walk across their neighborhoods is important! But the bigger significance of the RERT is that it is regional. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland. Heading the other direction, from Garden Home to the south, trail users would be able to connect to Tigard's Fanno Creek multi-use Trail for a total 24-mile trip.

Because of this, both the Portland City Council and the Metro Council conferred the trail with the "regional" designation in 2007 and 2008, respectively. The new Raleigh Crest development of the Alpenrose site will be building a segment of the Red Electric trail across their property. If Metro were to fund the Hayhurst/ Pendleton Park segment of the trail, the combined private public-private dollars would anchor the western end of the Red Electric to the Fanno Creek Trail and would be a gap-free extension of this walking and cycling path.

Equitable transportation
Finally, having a safe route to walk or roll would be transformative for those who do not drive—children, the disabled, people living on low incomes and the elderly. Because it is a multi-use path, the Red Electric Trail would be particularly helpful to disabled people or others who rely on a scooter or other wheeled device. In this way, the Red Electric multi-use path would reduce car trips and help non-drivers achieve independence. Please keep in mind, the area does *not* have safe access to the bus stops on Beaverton-Hillsdale Highway, Shattuck Road does not have a sidewalk (and there was a pedestrian death crossing BHH at Shattuck a few years back).

Evaluation scoring
One last comment about the evaluation report scoring. It is an impressive and comprehensive set of criteria, and obviously Metro put a lot of work into evaluating the projects. As we review the Red Electric scoring, we have some comments which might clarify southwest's existing conditions, several of which seem invisible to this framework.

Residents of Southwest Portland live with a dearth of infrastructure—the area has the least sidewalk coverage, the least number of planned bike routes that have

actually been built, and the worst bus coverage and frequency in Portland. Only 33% of our biggest roads, the collectors and arterials, have sidewalks.

SWTrails has built and maintains our 55 miles of trails as a safe *alternative* to roads which lack basic infrastructure. The point is to *avoid* high crash corridors and intersections where possible. The Hillsdale-Hayhurst segment of the Red Electric Trail is a good example of this. It runs near, and parallel, to the Beaverton-Hillsdale Highway high crash corridor, which has a bike lane, but no sidewalks. Confident cyclists will ride on BHH—no one else will; the Red Electric offers children and less confident riders the only alternative route.

The first several Safe System criteria don't capture our reality of needing an avoidance and safe alternative strategy, and a few other questions seem to be evaluated incorrectly. (For example, MO4. "Does the project provide a safer alternative to a high-crash location?" was scored 0.0) Our infrastructure is so minimal that the need isn't registering.

In closing
SWTrails has worked closely with the Portland Bureau of Transportation, PP&R and Metro over the decades to make the Red Electric Regional Trail a reality. We hope that Metro will continue to support this worthy project. Thank you for your consideration.

Sincerely,

Lisa Caballero
Vice-President
lisac@me.com

Don Baack
Founder
donbaack@gmail.com

Milestones in the Red Electric Regional Trail project

1995-1997	Multimodal trail on the old red electric route conceived by SWTrails, PP&R and Metro;
1998	PP&R receives funding from Metro for feasibility study;
2000	Urban Trails Plan adopted by Portland City Council (including *Trail 2,* a portion of the Red Electric route);

2007 The 1998 feasibility study results in this route being approved as a multimodal regional trail by Portland City Council with subsequent approval in **2008** by Metro Council. The "regional" status means the route requires public right-of-way dedication from future development along its length.

2021 State Senator Ginny Burdick secures a $750,000 State grant, "covid funding," for PP&R to design a multi-use path along the Hayhurst segment;

2022 Red Electric Trail Pedestrian and Bicycle Bridge over the Fanno Creek headwaters in Hillsdale opens. This multimodal bridge connects Hillsdale business area with "Little Bertha" area immediately west of Hillsdale – a key connection for the overall trail.

2022 Metro recognizes the transportation potential of the Red Electric Trail in its Regional Trails Prioritization Tool Report, ranking it "Very High."

2024 Portland approves the Land Use plan for the Raleigh Crest development. Includes design for the Red Electric multi-use path across the property.

From: Trans System Accounts
To: Summer Blackhorse
Cc: Trans System Accounts
Subject: RE: [External sender]Support
Date: Monday, April 14, 2025 2:52:15 PM

And another!

From: kayduncan16@gmail.com <kayduncan16@gmail.com>
Sent: Monday, April 14, 2025 2:48 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Duncan, John <duncan@humnet.ucla.edu>
Subject: [External sender]Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi My name is Kay Duncan and we live in the Happy Valley . when we found out that there is a Sunrise Corridor Project along the Hwy 212, we were happy to find out there is an infrastructure plan to improve the traffic along these neighborhood. Having improved transportation along 212 will improve the Gridlock along the Sunnyside as well..
WE need infrastructure improvements as much as we can support and my husband John and I are all for it and will do what we can.

Thank you

Kay & John
Duncan

From: Trans System Accounts
To: Summer Blackhorse
Subject: FW: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"
Date: Monday, April 14, 2025 7:53:50 AM
Attachments: 0952uk2n3g2tocpr2pvnl.png
Attachment D for ID CFP6 - westside_trail_master_plan for King City Segment 1.pdf
Attachment C for ID CFP6 - WaCo Review of Kensington Square development.pdf
Attachment A for ID CFP6 - Excerpt from KT EW Alts Study Transp 2022 Appendix B regarding Fischer Road extension traffic volume.pdf
Attachment B for ID CFP6 - Letter from Chuck Watson, Rivermeade Community Club (1).pdf
Attachment E for ID CFP6 - Westside Trail and Park Concept plan approved by City Council.pdf

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Thank you,

Summer Blackhorse, *(she/they)*
Program Assistant III

Support for Jean Senechal-Biggs, Manager, Resource Development

- *Metropolitan Transportation Improvement Program*
- *TransPort, Transportation System Management & Operations*
- *Regional Travel Options*
- *Get There, Portland Metro Regional Network Administrator*

Hours, 7:30 a.m. to 4 p.m. Monday through Friday
503-797-1757 to leave a message sent to my email
971-978-8789 cell phone

From: Gary Woods <garyjudywoods@gmail.com>
Sent: Sunday, April 13, 2025 5:44 PM
To: RFFA <RFFA@oregonmetro.gov>; Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Joint Policy Advisory Committee on Transportation

Here is the testimony for the April 17th meeting

Gary Woods
King City, Oregon

Date: April 13, 2025

To: Joint Policy Advisory Committee on Transportation
Emailed to: rffa@oregonmetro.gov
And transportation@oregonmetro.gov

From: Gary Woods
Resident of King City

Regarding: Project ID CFP6 "Westside Trail Segment 1 - King City"

The RFFA Step 2 application for this project contained errors and omissions. I believe it is important for Metro to have accurate information before making a decision on which projects receive funding.

Summary

The errors and omissions are:

1. **The grant application omits King City's plan to 'stub' the Capulet and Fischer Road extensions, and to not complete the connection with SW 137th Avenue until some time in the future.**

   Line 41 states " This project includes the street connections from SW Capulet Lane, SW Montague Way, and SW Fischer Rd." King City staff have told the King City City Council, and the community, that the connections to 137th will not be made until the improvements to SW 137th Avenue (to collector status). The improvements to 137th are identified in the King City TSP project list as "Unconstrained Tier 3 -the last phase of projects to be implemented, should additional funding become available."

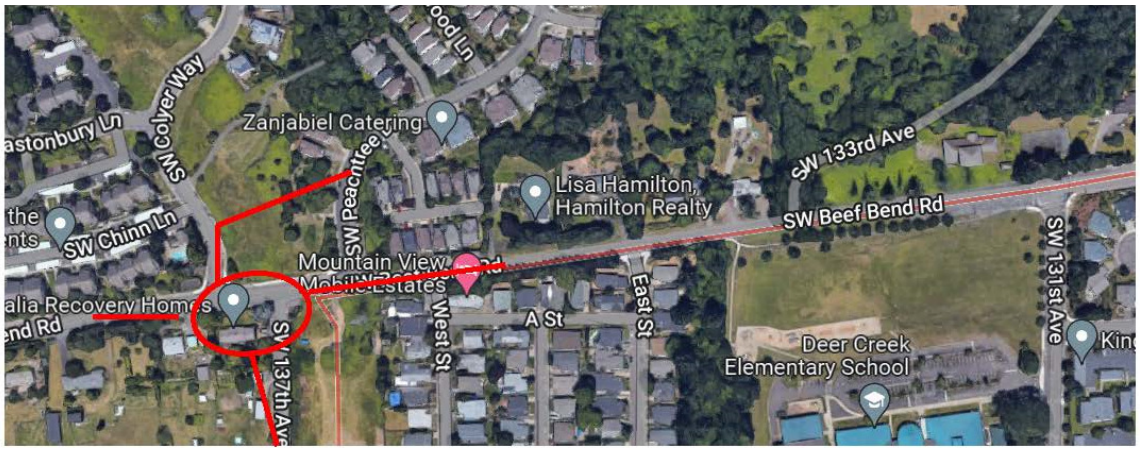
   The Westside Trail Layout (Grant Exhibit A) shows that the extension of SW Montague Way is stubbed. The future connection that is shown is through a park owned by Rivermeade Community Club, a 501(c)(7) organization that is vigorously opposed to King City building a road through their community park.

   It is not a responsible use of the grant funds to build roads that will not be connected until some unidentified time, likely many years in the future.

2. **The grant application states all property sellers are 'amenable'. This is not true.**

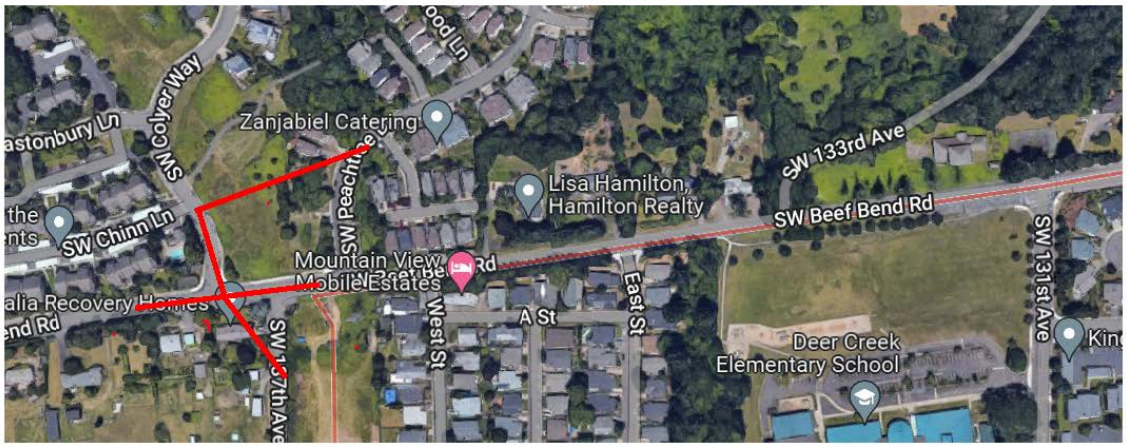
   The Edgewater on the Tualatin HOA owns approximately 30% of the property covered by this project. I live in Edgewater and have been talking with many of my neighbors. The Edgewater HOA is not 'amenable' to selling their property to King City. In fact, this is very controversial. King city staff knew this when they wrote the grant application.

Metro.pdf
dropbox.com



Realign 137th Avenue and Peachtree Drive with Signal

This alternative is illustrated in the figure below. Analysis of the alternative revealed that it would successfully meet County operational standard of V/C= 0.99 in the 2040 PM peak hour. The worst movement (westbound through/right) at the intersection is estimated to have a v/c ratio of 1.00 but the overall intersection is estimated to have a v/c ratio of 0.96 (using quick output from HCM 2000). This scenario would meet the County's standard.



5.8 Fischer Road Improvement Needs

Table 20 presents a summary of 2040 Average Daily Traffic projections on three of the approach legs for the intersection of Fischer Road with 131st Avenue. These projections were prepared for both the Alternative 1, 2 and/or 3 South scenarios or the No Direct Connection scenario and compares the projections with existing daily volumes. ADT estimates were based on the PM peak hour projections prepared as part of the Alternatives Analysis and rely on a K factor reflecting the relationship between daily and peak hourly counts as observed on Fischer Road near OR 99W.

As indicated in the table, Fischer Road is currently estimated to carry about 7,000 daily vehicles east of the intersection with 131st Avenue, and about 6,400 vehicles on 131st Avenue north of Fischer Road. Existing traffic patterns on these two streets include a relatively heavy movement between Fischer and 131st Avenue to/from the north. This movement includes motorists making a cut-through maneuver

from Beef Bend Road to/from OR 99W south of Fischer Road as this pathway is shorter and quicker than using the intersection of Beef Bend Road with OR 99W. Existing daily traffic volumes on Fischer Road west of 131st Avenue average about 1,800 vehicles.

As further illustrated in the table, traffic volumes are expected to increase on either Fischer Road or 131st Avenue with the two Kingston Terrace east/west alignment alternatives, with an approximate 4,000 daily vehicle difference between the two scenarios on either Fischer Road or 131st Avenue. While the expected increases are significant, they are anticipated to affect the intersection of Fischer Road with 131st Avenue regardless of scenario. It is recommended that this intersection be signalized as signal warrants are expected to be met.

Table 20. Comparison of Fischer Road Volumes

Location	2021 ADT	2040 ADT with Alternatives 1, 2 or 3 South (with Fischer Connection)	2040 ADT with No Direct Connection (No Fischer Connection)
Fischer Road east of 131st Avenue	7,000	12,900	8,900
131st Avenue north of Fischer Road	6,400	5,800	9,800
Fischer Road west of 131st Avenue	1,800	8,600	1,900

The east/west alignment alternatives that include a direct connection to Fischer Road would see a substantial increase in daily traffic along the segment of Fischer Road to the west of 131st Avenue, growing from approximately 2,000 ADT to over 8,000 ADT.

Fischer between 131st and 137th Avenues has a 61-foot wide right of way and a 36-foot curb-to-curb width which includes on-street parking. There are very few driveways along this street segment and relatively few intersecting streets. Analysis conducted of the existing roundabout at 136th Avenue indicates that it is expected to continue to operate acceptably with this traffic growth. Consideration will need to be given to the provision of bicycle facilities through this corridor which could be developed as a bike lane couplet placing westbound bicyclists on Fischer Road (and restricting on-street parking to one side of the street) and eastbound bicyclists on King Lear Way (a parallel street to the south) where such an opportunity is available. Complete removal of on-street parking could occur between King Lear Way and 131st Avenue because the parking demand and usage is much lower than further west. Pedestrian crossings could continue to be provided at the intersections of Fischer Road with 136th Avenue and King Lear Way/134th Terrace.

Letter from Chuck Watson, Rivermeade Community Club

April 12, 2025

To: Portland Metro
(Attn: Joint Policy Advisory Committee on Transportation)
From: Chuck Watson, President, Rivermeade Community Club

I am the President of a small Community Club, consisting of 57 home sites, adjacent to the western edge of King City, Oregon. Our community club is a registered 501(c)(7) organization and wholly own a park at the end of our singular street.

Recently, a private citizen of King City brought to my attention that King City has plans to extend Montague Way Road (through the existing power lines separating King City and our park) up to the physical boundary of our park for purposes of extending said road through our park into our neighborhood, at some point in the future. Currently we are unincorporated Washington County. This person also explained King City was in the process of requesting funds for this future project. This sounds like a road to nowhere.

This is why I am writing this letter.

1. King City has not once mentioned this potential intrusion of our organization/neighborhood. I found this information out from a conversation with an individual, not a government official or employee. I find this insulting and unprofessional.

2. If King City makes the decision to build this road and "stub it out" until a future date, there is no chance our community will be more accepting of selling our private land/park. Not one member of the Rivermeade Community Club wants to sell or lose our park. King City, Washington County, Metro,…whomever; will have to use the very unpopular process of "eminent domain" to "steal" our land from us.

3. Our Community Bylaws state if a landowner sells their property to a developer to be subdivided, the new owners and residents of the said property, release any right to vote or have use of this park. They no longer are members of the Rivermeade Community Club. So, time is not something that will soften the sentiment. Once again, "eminent domain" is the only way King City currently or in the future will acquire the park abutting to the "road to nowhere ".

Rivermeade Community Club is not against growth. Are we against wasteful use of government resources and our own tax dollars to fund projects that don't make sense?…you bet.

Chuck Watson
Chuckles737@hotmail.com
(503)347-8573

Washington County Transportation Review
Kensington Square Preliminary Subdivision Application

Date:	April 9, 2025
Jurisdiction:	King City
City Application:	LU-2024-07
County Application:	CP2590901
City Contact:	Maxwell Carter, City Planner Phone: (971) 392-5869 Email: mcarter@ci.king-city.or.us
County Staff:	Tony Mills, Associate Planner Phone: 503-846-3837 Email: tony_mills@washingtoncountyor.gov

Site/Application Information

Existing Use: Low-density residential

Proposal: The applicant proposes subdividing four existing tax lots into ± 87 lots for future residential development.

Site Size: ±7.16-Acres

Site Address: 13970 & 14060 SW Beef Bend Road, 16305 SW 137th Avenue

County Right-of-Way: SW Beef Bend Road

Washington County Assessor's Map(s): 2S116B, Tax Lots 800 and 1000 and 2S116BB, Tax Lots 2700 and 2701

Department of Land Use & Transportation · Planning and Development Services · Transportation Planning
155 N. First Avenue, Suite 350, MS 14 · Hillsboro, OR 97124-3072
phone: 503-846-3519
website: www.washingtoncountyor.gov/lut · email: lutplan@washingtoncountyor.gov

ACRONYM DEFINITIONS:

"WCCO" means Washington County Code of Ordinances

"TSP" Washington County's Transportation System Plan

"RDCS" means Washington County's Road Design and Construction Standards

"CDC" means Washington County's Community Development Plan

"AASHTO" means American Association of State Highway and Transportation Officials

"ESAL" means Equivalent Single Axle Load

"MUTCD" means Manual on Uniform Traffic Control Devices

"ITE" means Institute of Transportation Engineers

"ORS" Oregon Revised Statute

COMMENTS AND DESIGN REQUIREMENTS

Consistent with ORS Chapters 368 and 810, these comments are intended to fulfill Washington County's role as the owner of public right-of-way impacted by a proposed development. The roadway subject to the provided comments is confirmed to be under the jurisdiction of Washington County, as per county road records, Washington County's Transportation System Plan (TSP), and King City's TSP.

Washington County's roadway design comments are based on the County's Transportation System Plan (TSP) and Roadway Design Criteria Standards (RDCS). Resolution and Order 86-95 provides the basis for determining when safety improvements are necessary.

Project Background

These comments address the Kensington Square preliminary subdivision application currently under review by the City of King City as part of land use case file LU-2024-07. The proposed subdivision will divide 7.16 acres currently occupied by four tax lots (Washington County Assessor's Map 2S116B, Tax Lots 800 and 1000, and Map 2S116BB, Tax Lots 2700 and 2701) into ±87 lots for future residential development. The development site has ±515 linear feet of frontage along SW Beef Bend Road.

The current subdivision layout anticipates that the future lots will be accessed via a local street network that ties into an intersection with SW 137th Avenue. SW 137th Avenue is currently a ± 22-foot-wide, two-lane paved road that extends south from an intersection with SW Beef Bend Road, serving as the only connection to the transportation network for approximately 40 existing dwellings in the area. King City has identified SW 137th Avenue as a collector in their Transportation System Plan (TSP). Based on the current design, all new traffic generated by the proposed subdivision will travel through the intersection of SW 137th Avenue and SW Beef Bend Road.

Road Existing Conditions and Classifications

According to the most recent county survey (Survey Number: 31771), the right-of-way width for SW Beef Bend Road varies substantially. Along the site's frontage, the right-of-way is 58 feet wide, 25 feet from the monumented centerline to the subject property boundary. SW Beef Bend Road transitions from two to three lanes with a center turn lane to accommodate three offset intersections east of the project site's frontage.

The Functional Classification and Lane Number Designation Maps in Washington County's TSP identify SW Beef Bend Road as a 2-3 lane arterial roadway. A regional trail is planned to extend from the

intersection between SW 137th and SW Beef Bend Road to the west across the frontage of the subject project site.

According to the Functional Design Parameters for roadways provided in Table 3 of the Washington County Transportation System Plan (TSP), arterial roads that are expected to be three lanes require a minimum of 90 feet of right-of-way, which corresponds to the A-4 designation in the Roadway Design Criteria Standards (RDCS).

Safety Hazard

The Transportation Impact Study, prepared by Lancaster Mobley and submitted as part of the proposed subdivision, has been reviewed by Washington County traffic engineers to determine the impact of the proposed development on the county right-of-way. These comments are consistent with the Washington County TSP, Road Design and Construction Standards, and R&O 86-95.

The submitted application will establish a new subdivision with 87 lots for future residential dwellings. As proposed, a local street network will connect the future lots to the existing roadway system via a single intersection with SW 137th Avenue.

SW 137th Avenue is the only outlet for an existing neighborhood of low-density, single-detached dwellings. Currently, the road has a single connection point to the larger transportation network through an intersection with SW Beef Bend Road. According to the TIS, the proposed subdivision will add ±624 daily vehicle trips to SW 137th Avenue, directly impacting its intersection with SW Beef Bend Road.

R&O 86-95 defines the impact area of a specific development where the applicant may be responsible for improvements, and it categorizes safety hazards as existing or predicted. According to Appendix B, Section A of R&O 86-95, existing hazards refer to those identified on the Safety Priority Index System List, and predicted hazards can be identified as locations where safety improvements are warranted. The impact area is defined under Section A as road links where site-generated traffic equals or exceeds 10 % of the existing average daily traffic.

The TIS did not analyze the current traffic volume on SW 137th Avenue. However, based on the existing development pattern of single-detached dwellings that use SW 137th Avenue for access, the current traffic volumes on SW 137th Avenue are unlikely to exceed 6,240 vehicle trips. Therefore, the additional 624 trips produced by the proposed subdivision would exceed the 10% threshold used to define an impact area in R&O 86-95.

Per R&O 86 95, Appendix B, Section D.2.2.2, warranted improvements are considered a predicted hazard. Subsection 2 specifies that left turn lanes at intersections within an impact area may be regarded as a predicted hazard safety improvement, provided volume warrants indicate the need for an improvement.

Based on the information provided in the applicant's Traffic Impact Study (TIS) and analysis by Washington County's traffic engineering team, the additional vehicle trips generated by this subdivision warrant a dedicated left turn lane for westbound traffic at the intersection of SW Beef Bend Road and SW 137th Avenue.

The intersection between SW 137th Avenue and SW Beef Bend Road is one of three offset intersections within a ±400-foot stretch of SW Beef Bend Road. SW Colyer Way and SW Peachtree Drive intersect on

the north side of SW Beef Bend Road, located west and east of the SW 137th Avenue intersection. The SW Colyer Drive intersection is to the west, and the SW Peachtree Drive intersection is approximately 150 feet to the east. An existing two-way center-left turn lane, extending between the two intersections, allows eastbound and westbound traffic to make left-turning movements onto the respective streets.

Based on the expected left-turning PM peak volumes and 85th percentile speed, the dedicated left-hand turn lane's total required length (taper and turn lane) is 240 feet.[1] This exceeds the 150-foot distance between the intersections of SW 137th Avenue and SW Peachtree Drive with SW Beef Bend Road. Therefore, the current alignment of the SW 137th Avenue and SW Beef Bend Road intersection cannot safely accommodate the increased westbound traffic from SW Beef Bend Road, which is making left-turning movements onto SW 137th Avenue.

The county understands that resolving the issues at this intersection may not be feasible as a part of this project. The County Engineer may be willing to support a Design Exception to establish an interim access consistent with the access management provisions in Washington County's TSP. This option would provide the proposed subdivision direct access onto SW Beef Bend Road until the existing intersection is improved and can safely accommodate additional traffic.

Any improvements to existing county facilities will require a Washington County Facility Permit. The County Engineer must approve designs that deviate from the county's Road Design and Construction Standards through the Design Exception process.

[1] Washington County's Road Design and Construction Standards, Section 15.08.320.050 determines the design requirements for a dedicated left-turn lane.

Department of Land Use & Transportation · Planning and Development Services · Transportation Planning
155 N. First Avenue, Suite 350, MS 14 · Hillsboro, OR 97124-3072
phone: 503-846-3519
transportation.washingtoncountyor.gov/tdp/tdp_amendment@washingtoncountyor.gov

Washington County Facility Permit Requirements

I. GENERAL REQUIREMENTS

A. Permit Requirements

1. A Facility Permit is required for all improvements within Washington County's right-of-way. Facility Permits must follow the submittal requirements outlined in WCCO, Title 15.08.210.
2. An early access permit is required for site work where construction traffic will utilize the county's right-of-way.
3. Submit a construction access and traffic circulation/control plan.
4. Construction access will be from the city's right-of-way. No rural properties can be used for construction staging.
5. Per WCCO, Title 15.08.3.40.070, and CDC Section 501-8.5.B(4), new private driveway entrances onto an arterial road are restricted. In cases where access to an arterial road is necessary, a design exception may be submitted to the county engineer for review. Applications for a design exception must conform to the submittal requirements in WCCO, Title 15.08.220.020.2. Applicants are required to demonstrate that the request conforms to the review criteria in Title 15.08.220.020 of the WCCO.
6. Provide a Pavement Report prepared by a Professional Engineer. The report will include recommendations for new full-depth pavement and/or pavement repair for existing roadway sections affected by the project. The report shall include but is not limited to the following recommendations: Existing pavement condition analysis, Grind and Inlay/Overlay, pavement repair, "Wet Weather" pavement construction, ESAL calculations, AASHTO pavement design calculations, soil classification, modulus, and laboratory test results.

B. Improvements

1. New impervious areas that expand beyond the UGB boundary must follow rural drainage practices.
2. Impacts to private driveways on neighboring properties shall be considered when creating new intersections, including offsets that could result in unsafe ingress/egress turning movements within the right-of-way.
3. Existing driveways within the project site's boundary that provide access to SW Beef Bend Road will be closed.
4. According to WCCO, Title 15.08.340.110, retaining walls supporting private property are not permitted within the right-of-way.
5. Construction activity that impacts existing survey monuments in the right-of-way shall conform to the standards in WCCO, Title 15.08.310.020. Any new survey monuments within the right-of-way shall follow the requirements in WCCO, Title 15.08.310.030.

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phone: 503-846-3519
transportation.mpo@washingtoncountyor.gov (MTIP) or tsp@washingtoncountyor.gov

6. Coordinate with private property owners and the Postmaster General to relocate mailboxes as needed.

C. Utilities

1. Per WCCO, Title 15.08.340.160.1, Dry utilities should be located outside the paved road where feasible. Underground utilities intended to provide direct service to adjacent properties with future connection shall not be located within the paved section of a constructed road unless approved by county staff. To reduce impacts on infrastructure, it is generally preferred that utilities be located outside of the right-of-way whenever possible.
2. Above-ground utilities shall meet the minimum clear zone requirements in WCCO Title 15.08.320.070.
3. Wet utilities shall be designed in accordance with the relevant service provider's requirements, and the county engineer shall review their potential impacts on the roadway.
4. When locating lighting and signal poles, the contractor shall coordinate with Portland General Electric and the Bonneville Power Administration to confirm the required clearance distances from power lines and other equipment.

II. PRIOR TO ISSUANCE OF A PUBLIC IMPROVEMENT OR EQUIVALENT PERMIT BY THE CITY OF KING CITY

Submit to Washington County Public Assurance Staff: A completed "Design Option" form (original copy), the City's Notice of Decision (NOD), and the County's Revised Letter dated April 9th, 2025.

$ 28,000 Administration Deposit.

NOTE: The Administration Deposit, a cost-recovery account, is used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and permit processing. This deposit is an estimate of the cost of these services. If, during the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project. If there are any unspent funds at project closeout, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are incomplete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

Electronic submission of engineering plans, geotechnical/pavement reports, engineer's estimates, final sight distance certifications, and the "Engineer's Checklist" (Appendix E of County Road Standards) for the construction of the following public improvements.

NOTE: Improvements within the ROW may require relocation or modification to permit the construction of public improvements. All public improvements and modifications shall meet current County and ADA standards. Public improvements that do not meet County standards shall submit a design exception to the County Engineer for approval.

A. SW Beef Bend Road

1. Half Street Improvements
    a. Half-street improvements along SW Beef Bend Road shall meet the minimum standards for the A-4 designation in Exhibit 1 of Washington County's Road Design and Construction Standards. This includes at least 45 feet of right of way to

accommodate 12-foot travel lanes and a 6-foot bike lane. The county will defer to the city's conditions regarding facilities beyond the curb line. City requirements may exceed the county's minimum standards.

b. Road design shall be completed per the standards outlined in WCCO, Title 15.08.320.

c. Bikeways shall be designed in accordance with Washington County's Bike Toolkit. The minimum standards are outlined in WCCO Title 15, Section 8.340.010. Exceeding the minimum requirements to provide safer facilities is encouraged.

d. Sidewalks shall be designed to meet the minimum requirements in WCCO, Title 15.08.340.060. Designs that exceed these minimum requirements to satisfy the standards provided by the local land use authority are allowed. However, the county engineer will be the final authority regarding design and safety concerns.

e. Pedestrian facilities must comply with the ADA Design Standards specified in the memo titled "Clarification of Americans with Disabilities Act (ADA) Design Standards," signed by the County Engineer on May 26, 2022.

f. Street lighting and conduit shall be installed along the site's SW Beef Bend Road's frontage. Each fixture shall include a shield, which shall be installed in accordance with the applicable requirements in WCCO, Title 15.08.350.

g. Washington County will defer to the local land use authority regarding landscape design requirements within the right-of-way. If landscaping is not required, Washington County's minimum design standards will apply. Plantings must follow the specific installation requirements in WCCO, Title 15.08.340.130.3.

2. Interim Access Intersection (optional)

a. Submit a Design Exception form in accordance with WCCO Title 15.08.350.040 justifying the need for an interim direct access onto an arterial roadway.

b. Intersections shall meet the minimum intersection design requirements in WCCO, Title 15.08.320.

c. The intersection design may incorporate turn lanes consistent with the recommendations in the Traffic Impact Analysis, provided that the applicable warrants are met. Additional improvements may be required when indicated by a supplemental warrant analysis.

d. Intersections must meet the minimum illumination standards in WCCO, Title 15.08.350.030.4.

e. Striping and signage must meet the Oregon MUTCD standards and any applicable Washington County standards.

f. Submit a Preliminary Sight Distance Certification and mitigation for the intersection Road.

3. Dedication of Right-of-Way

a. Right-of-way dedication shall be incorporated on the final plat submitted to the Washington County Survey Office for final review.

b. Dedication resulting in a minimum of 45 feet right-of-way from the monumented centerline on the south side of SW Beef Bend Road.

c. Additional right-of-way shall be provided as needed to permit the construction of city and county public improvements and ensure accessibility for future maintenance.

d. Dedication at intersections with county roads shall extend to the curb return of the intersecting road.

III. PRIOR TO CERTIFICATE OF OCCUPANCY

A. Either a final plat or dedication deed incorporating the necessary right-of-way dedication to accommodate all public improvements shall be recorded with Washington County.

B. Washington County shall complete and accept all road and frontage requirements, including final sight distance certification for any intersections affected by work within the right-of-way.

Please contact Tony Mills, Associate Planner, at 503-846-3837 or by email at tony_mills@washingtoncountyor.gov with any questions.

Cc: Road Engineering Services
Traffic Engineering Services
Assurances Section
Transportation File

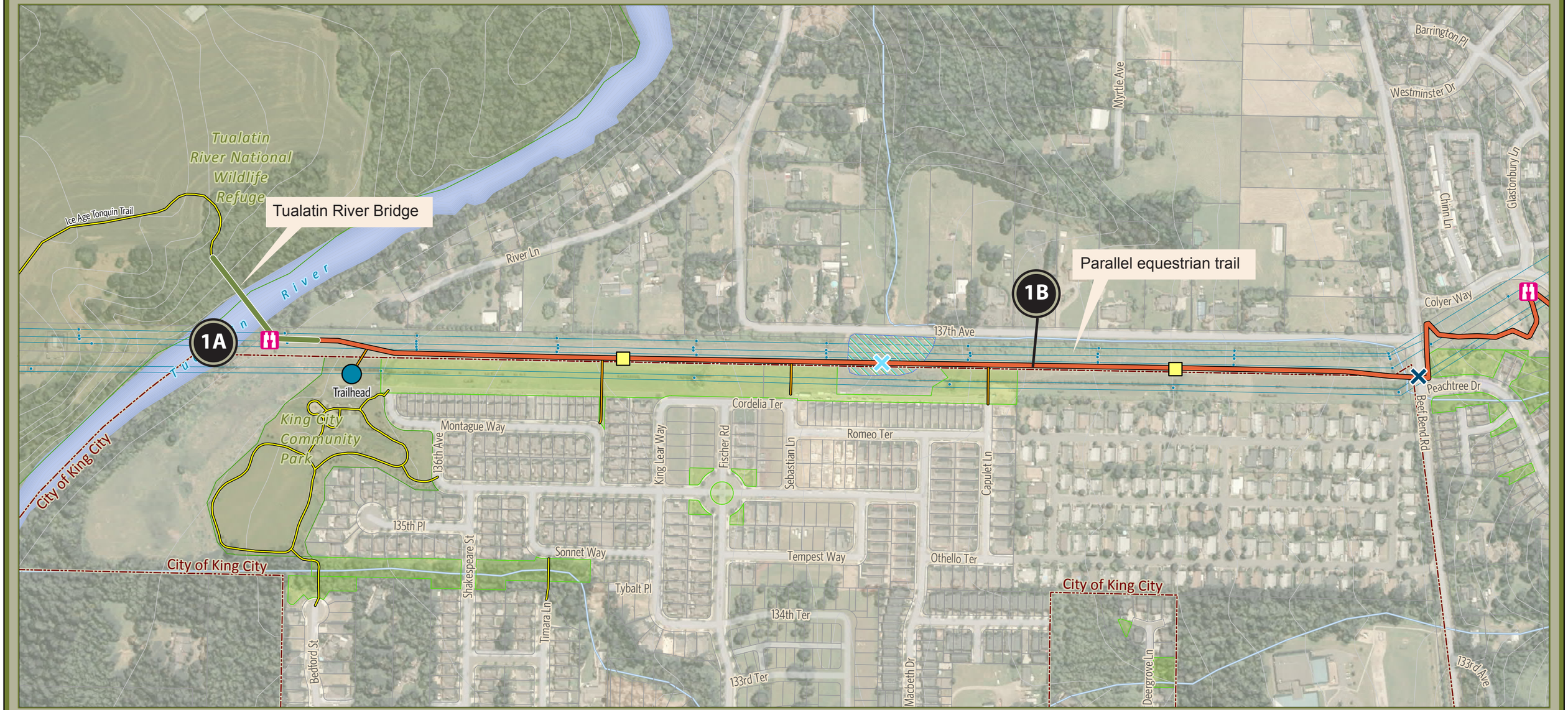
Table 1 Segment 1: Tualatin River to SW Beef Bend Road

1A Tualatin River crossing	
Design: three-span bridge with approach ramp under 5% grade, steel/concrete construction, 18'-wide bridge deck **Use:** pedestrians, bicycles, equestrians **Jurisdiction:** City of King City, City of Tualatin **Length:** 330'-long bridge plus 200'-long north side ramp **Cost:** $3,844,000 **Priority:** near term	Bridge crosses the Tualatin River west of the power corridor; north approach ramp to be built within power corridor; north ramp on piers to avoid impeding floodwaters; connects to Ice Age Tonquin Trail and Tualatin River Greenway Trail on south side of river and to Segment 1 and King City Community Park on north side; wildlife habitat features are to be included in bridge design.
1B Tualatin River crossing to SW Beef Bend Road	
Design: asphalt, 10' to 12' wide, up to 5% grades; soil with gravel, 6' to 8' wide, up to 5% grades. **Use:** pedestrians, bicycles, equestrians **Jurisdiction:** City of King City **Length:** 0.74 mile **Cost:** $3,153,000 **Priority:** near term	Within power corridor; two parallel trails – one paved multiuser, one equestrian; relatively flat corridor, no switchbacks required; one wetland crossing requiring boardwalk; trailhead at King City Park; prairie restoration with wetland enhancement and restoration.

Westside Trail Master Plan

Map 2 **Segment 1**

Tualatin River to Beef Bend Rd

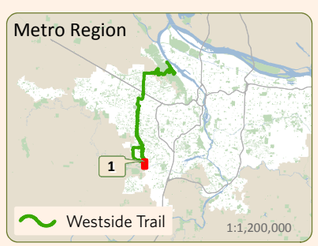


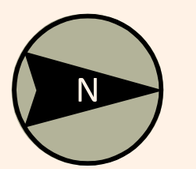
Westside Trail Recommended Alignment

- Multi-user
- Soft surface
- On-street
- Bridge
- Recommended Access Connector Paths
- Existing Westside Trail
- Other Trails
- Midblock Crossings
- Wetland Crossings
- Minor Stream Crossings
- Schools
- Potential Viewpoints
- Potential Trailheads
- Potential Prairie Restorations
- 3C Subsegment number
- Wetlands
- Taxlots

Parks and natural areas

- Privately owned
- Publicly owned
- Powerlines & Towers
- Streams
- 10 foot contours
- City Boundaries
- County Boundaries

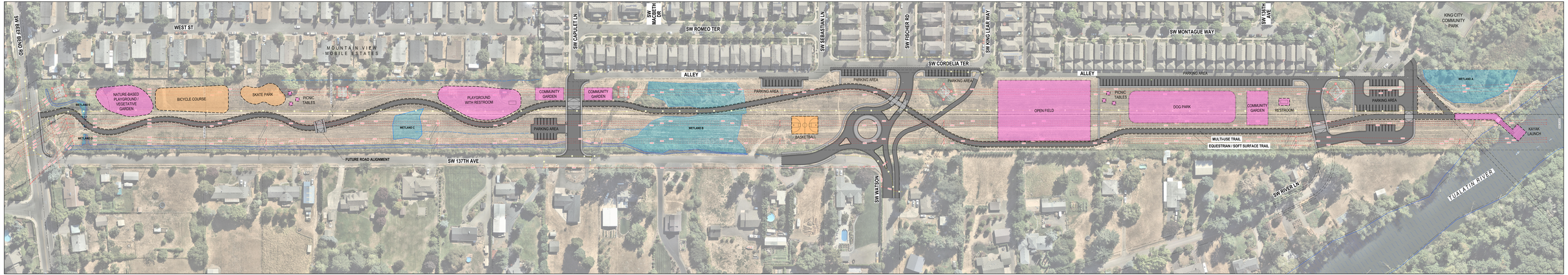




All illustrated alignments subject to change based on final design, permitting, and engineering.

J:\woodbury\proj\09167 Westside Trail\SegmentMaps\2013 Spring\Draft11\WestsideTrail_Segment.mxd

KING CITY METRO WESTSIDE TRAIL SEGMENT 1 (WITH AMENITIES)



consor

Amenity Priorities

- LOW PRIORITY
- HIGH PRIORITY

Concept Phase
November 2024

Testimonio en Apoyo al Financiamiento Regional para el Proyecto de Tránsito y Seguridad de la Carretera TV

Buenos días, presidente González y miembros del comité, mi nombre es Maria Rodríguez Cuamatzi. Soy embajadora comunitaria en la ciudad de Beaverton por parte de Unite Oregon y he vivido en esta comunidad por más de 15 años. Hoy estoy aquí para expresar mi fuerte apoyo al financiamiento completo del Proyecto de Tránsito y Seguridad de la Carretera Tualatin Valley, también conocida como TV Highway.

Durante el último año, he tenido el privilegio de participar en el desarrollo de comunicaciones para la Estrategia de Desarrollo Equitativo para la TV Highway, un proyecto que busca asegurar que las decisiones de infraestructura se tomen con la participación activa de las comunidades que históricamente han sido excluidas. Hemos recibido entrenamientos para poder involucrarnos en la abogacía, para poder ser un megáfono para nuestras comunidades a lo largo de la autopista.

Muchas personas en nuestra comunidad—especialmente inmigrantes, trabajadores esenciales, familias de bajos ingresos y personas mayores—dependen del transporte público a lo largo de esta carretera. Este proyecto no solo mejorará el acceso al tránsito, sino también la seguridad, la experiencia del usuario y la confiabilidad del servicio. Se trata de tener aceras seguras, cruces accesibles, paradas de autobús dignas y un sistema de transporte que realmente funcione para todos nosotros.

Pido que se aprueben los $30 millones solicitados por TriMet para este proyecto. La propuesta asegura una inversión completa para que este trabajo tenga el mayor impacto posible y verdaderamente refleje las necesidades de nuestras comunidades.

Gracias por su tiempo y por considerar esta inversión tan importante para el bienestar de quienes vivimos y transitamos por esta región.

~Maria Rodríguez Cuamatzi

From: Jill Rundle
To: Trans System Accounts
Subject: [External sender]Testimony to Support Sunrise Gateway Corridor/Highway 212
Date: Monday, April 28, 2025 11:47:10 AM
Attachments: image003.png
image005.png
image008.png
image009.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning,

I live, work, and spend meaningful time in the Sunrise Corridor. This is my community—it's where I raise my family, run my business, and invest my time and energy.

I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor / Highway 212 project. This is not just a transportation upgrade—it's a once-in-a-generation opportunity to transform a region that has waited far too long for real investment.

For decades, the people of Clackamas County— have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning project captures that collective voice, and this project is the tangible next step.

This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve. It's about making sure our region grows in a way that's sustainable and inclusive.

The Sunrise Corridor is brimming with potential—it's a vital hub for future economic development. But that potential won't be realized without infrastructure that supports it. Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone: families, workers, developers, and local businesses.

This is a win-win for our community and for Oregon. I urge you—with deep conviction—to support the Sunrise Gateway Corridor project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

Thank you for your time,
Jill Rundle

Jill Rundle
Controller
Direct: (971) 361-3888
Mobile: (503) 939-1373
Main Office: (503) 775-7755
11401 SE Jennifer St

Clackamas, OR 97015
www.milesfiberglass.com

Testimony in Support of Regional Funding for the TV Highway Transit and Safety Project

Good morning chair Gonzalez and members of the committee, my name is Juan Pedro, and I'm a lifelong resident of Hillsboro, Oregon. I'm here today to voice my strong support for funding of the TV Highway Transit and Safety Project, which is currently being considered for $28 million in regional funds—which is just short of TriMet's $30 million request.

For almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equitable Development Strategy, working alongside passionate community members and community based organizations to ensure that future development reflects the needs and voices of those who live, work, play and travel along this corridor—particularly those who have historically been excluded from infrastructure planning and decision-making spaces.

The TV Highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day. This project represents more than just infrastructure—it's about safety, dignity, and access. It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

By fully funding this project, you are helping ensure that improvements to the corridor are equitable, community-driven, and responsive to the lived experiences of those who know it best. Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future.

I urge you to allocate the full $30 million requested. Let's not fall short of a transformational opportunity for our corridor—and our community.

Thank you for your time,

Juan Pedro Moreno Olmeda

From: Trans System Accounts
To: Summer Blackhorse
Subject: FW: [External sender]Sunrise/Gateway/212 Project Testimony
Date: Tuesday, April 29, 2025 12:25:30 PM

Looks like a comment.....

Thanks,
Jess

-----Original Message-----
From: gerry murphy <earlyriser43us@yahoo.com>
Sent: Tuesday, April 29, 2025 9:06 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise/Gateway/212 Project Testimony

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Dear Project Committee,

You are asking for my opinion on this project;

You are not addressing what should be the number one priority in my opinion. The most dangerous intersection on Hwy 212 just east of your project.

The intersection of Hwy 212/ E Foster Rd/E Sunnyside Rd.

This intersection is primitive and being overlooked. The options are not easy today and will be even more difficult as time goes on.

As growth happens, as Urban Growth Boundaries expand, we still have this choke hold on efficiency and safety.

This project will only improve transportation into the most dangerous and overlooked intersection on Hwy 212.

Make this intersection priority #1.

Sincerely,

Gerald Murphy
Rhododendron, OR 97049

Sent from my iPad

From: Michael Walter, AICP
To: Trans System Accounts
Subject: [External sender]Sunrise Community Visioning Project/Hwy. 212-224 (Rock Creek Junction) RFFA applications
Date: Monday, April 28, 2025 1:40:53 PM
Attachments: image001.png

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Greetings,

Per comments and testimonials submitted at many public meetings – please also consider my written testimony in support of these critical grant applications for projects in Clackamas County. The impact of a failing intersection (Rock Creek Junction) and the greater Sunrise Community Visioning Project for the future of community connectivity, housing and economic development in the greater Happy Valley area is of paramount concern to the City of Happy Valley, Clackamas County, and the regional multi-modal transportation system in this is part of the Portland metropolitan area.

Regards,

Michael D. Walter, AICP | Economic & Community Development Director
O: 503-783-3839 | M: 503-886-8439 | happyvalleyor.gov

This e-mail is a public record of the City of Happy Valley and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

From: John Charles
To: Trans System Accounts; Naomi Inman; Karen Rue
Subject: [External sender]Comment on proposed bond
Date: Wednesday, April 30, 2025 4:49:47 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Councilors:

I am writing to submit a brief comment on the proposed transit bond.

First, debt is not a desirable way to pay for capital projects. By borrowing against future funding, Metro will incur debt service that will cannibalize future revenue. There is no immediate crisis that requires such action. Metro and its partner agencies should learn to live within their means.

Second, most of the proposed projects are seriously flawed. Transit in general is losing market share and TriMet in particular is in a financial death spiral. There is no reason to plan for expansion when operating costs are skyrocketing and ridership is in decline.

Telecommuting is a permanent new feature of the workplace and there is no reason for transit agencies to fight it. In most respects, telecommuting is a good thing and we should encourage more of it.

In addition, the success of unsubsidized transportation network entities such as Lyft and Uber has fundamentally changed the market. Many people prefer on-demand, door-to-door service, which public transit districts do not serve. People who have become regular customers of ride-sharing companies will not be returning to TriMet regardless of how much public money you pour into shiny new projects.

Most of the projects being proposed within the bond are flawed and not worthy of public funding. For instance, the 82nd Avenue project "vision" statement on pages 18-19 of the PBOT project summary document states that "the vision maintains two travel lanes in each direction", but also includes "potential transit priority lanes."

Those two concepts are in conflict. If you have one you can't have the other. But the PBOT preference is clear from the graphic on page 18, which shows only one thru lane in each direction as the transit priority lanes force drivers to make right turns. This is clearly going to be a "bait-and-switch" that will result in massive congestion and diversion, with the transit lanes being under-utilized most of the time.

It also seems apparent that the new Burnside Bridge will result in a subtraction of lane capacity for motor vehicles in favor of a busway. The notion that we will spend close to $1 billion to build a new bridge that actually makes congestion worse is indefensible. TriMet ridership is in decline and there is no reason to think it will come back. The new bridge should be planned for the travel patterns we have, not the ones planners dream of.

Finally, there is no reason to extend the moribund Streetcar system to Montgomery Park. The Streetcar is a low-speed, low-capacity, high-cost mode that became obsolete more than 100 years ago. Try and learn from experience and cancel any more public funding for this urban relic.

I appreciate that Metro's public involvement on this project has been far superior to that of the Portland School Board on its much larger bond proposal of $1.83 billion. But the substance of Metro's bond concept is lacking and should not be advanced.

Sincerely,

John A. Charles, Jr.
President & CEO
Cascade Policy Institute

Oregon Environmental Council

oeconline.org | 503-222-1963 | @oeconline

Testimony to the Joint Policy Advisory Committee on Transportation
re: 2028-30 Regional Flexible Funding Allocation

April 30, 2025

Kristopher Fortin Grijalva, Transportation Program Director
Oregon Environmental Council

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance equitable, innovative, and collaborative solutions to Oregon's environmental challenges for today and future generations.

Re: Oregon Environmental Council Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear Co-chairs Gorsek and McLain, Vice chairs Starr and Boshart Davis, and members of the committee,

Oregon Environmental Council would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in the Portland Metropolitan region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow local communities to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Transportation accounts for roughly 35 percent of Oregon's greenhouse gas emissions. One of the key strategies for Oregon to hit these targets is to reduce the miles traveled by gas powered vehicles, and a core component of this strategy is our transit system. Increasing easy and safe access to transit in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as

part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more climate resilient, reliable, and accessible for communities for decades to come.

Sincerely,

Kristopher Fortin Grijalva
Transportation Program Director
Oregon Environmental Council
kristopherf@oeconline.org

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Cedar Mill Better Bus and Access to Transit Enhancements Project

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

We are writing today in support of funding for the Cedar Mill Better Bus and Access to Transit Enhancements Project. For 150 years, Providence St. Vincent Medical Center has been providing high quality, award-winning health care. The emergency department at Providence St. Vincent Medical Center is the busiest in the Portland metro area, accommodating more than 90,000 visits per year. The hospital is both the local community hospital for the west side and a destination for patients needing our specialized care in areas such as cardiovascular disease, stroke, behavioral health and pediatrics.

Anticipating the need to serve more than 100,000 patients annually, we just completed a $45M project expanding and modernizing our Emergency Department, including additional treatment rooms and equipment, and enhanced safety and security measures. We understand these investments are necessary to provide the best care.

We believe investment in local infrastructure is an essential step towards developing sustainable urban environments. Not only will transit improvements along Cedar Mill and adjacent streets enhance mobility and accessibility for the entire community - including patients, caregivers, and emergency responders - it also aligns perfectly with Providence's commitment to environmental stewardship. Such improvements can significantly reduce traffic congestion, leading to decreased travel time and lower emissions, which benefit everyone.

Thank you for the opportunity to provide comment in support of the requested funding for this project.

Respectfully,



Raymond Moreno, M.D.
Chief Executive
Providence St. Vincent Medical Center

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Sunrise Corridor

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

For more than a decade Providence has been participating in conversations with Clackamas County on the next phase of transportation improvements for Highway 212, commonly known as the Sunrise Corridor. For the past 16 months, Providence has had the opportunity to have a representative on the steering committee for the Sunrise Corridor Community Visioning process. Our director of land use and planning found this committee to be well informed, engaged with the community, and thoughtful. Providence is supportive of the planning direction that the steering committee recommended, and we are writing now in support of the $12.5 million funding request from Metro for the next phase of the project.

Providence has a long tradition of investing in the Happy Valley community. In 2009 we opened, Providence Medical Group – Happy Valley on Sunnyside Road where we offer family medicine primary care, immediate care, diagnostic imaging, and physical therapy services. In 2024, more than 29,000 patients were served by these clinics, many multiple times.

Providence also owns land adjacent to Nelson High School at 162nd and Highway 212 for future development. Over the years we have considered a variety of options for this property. With the current and projected growth of Happy Valley, we are excited to be looking at opportunities to increase access to primary care, ambulatory surgical services, and other outpatient medical services. Future plans for the property will be finalized once decisions about the Sunrise Corridor are made and we know exactly how the parcel is impacted.

Thank you for the opportunity to provide comment in support of the requested funding. We look forward to continuing to serve the Happy Valley community.

Respectfully,

Brad Henry
Chief Executive
Providence Milwaukie Hospital
Providence Willamette Falls Medical Center

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, April 7, 2025 11:34 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#314]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Yvonne Cannard
Email *	ycannard54@yahoo.com
Address	70360 Columbia River Hwy Space 1, 97048 Rainier United States
Your testimony	I think this whole project should be scraped...The streets should be first before any parks...Example, NW 23rd...from the exit street to the fremont to the 23rd street itself up past Good Sam is a path I have to drive and its running my shocks...Its so bad it can't be called a street anymore...use the money to fix this street...
Is your testimony related to an item on an upcoming agenda? *	No

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

There will be a quake.
All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts. They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.
--M'Lou Christ
former Belmont Neighborhood resident

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I believe the most important projects to fund are:
A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code- not cut corners.
So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.
B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside
is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.
This must be funded and construction started asap.
We have the money. Let's get going.

Dalia Renov
503. 539. 1754

Georgia Langer

From: Sam Friedenberg <samfriedenberg@yahoo.com>
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting $88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a $28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenberg
Portland, Oregon

Sent from my iPhone 503 502 9402

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult

Appendix C: Comment Received by Mail & Phone

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

Appendix C: Comment Received by Mail & Phone

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

Appendix C: 2028 – 2030 Regional Flexible Fund Step 2 Public Comments Received, Mailed Letters and Telephonic Comments

During the public comment period held for the 2028-2030 Regional Flexible Fund Step 2 Public Comment, Metro received a total of zero (0) mailed in letters and zero (0) comments taken by phone or received by voice mail.

Appendix D:
Public Testimony

Public testimony on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

JPACT TRANSCRIPT

00:00:00.000 --> 00:00:09.000

Thanks, Ramona. All right. Good morning, everyone. Wonderful to see you. I'm going to begin our meeting by calling roll.

00:00:09.000 --> 00:00:13.000

Multnomah County Commissioner Shannon Singleton. Good morning. Washington County Commissioner Nafisa Fai.

00:00:13.000 --> 00:00:17.000

President, good morning.

00:00:17.000 --> 00:00:19.000

Present good morning.

00:00:19.000 --> 00:00:24.000

President, good morning. Let's see. Clackamas County Commissioner Paul Savas.

00:00:24.000 --> 00:00:26.000

President.

00:00:26.000 --> 00:00:33.000

City of Portland Mayor Keith Wilson. Cities of Multnomah County Mayor Travis Stovall Morning. Cities of Washington County Mayor Jeff Delane.

00:00:33.000 --> 00:00:39.000

Good morning, President.

00:00:39.000 --> 00:00:40.000

President.

00:00:40.000 --> 00:00:45.000

Cities of Clackamas County Mayor Joe Buck. Maureen. Odot, Ryan Winsheimer.

00:00:45.000 --> 00:00:51.000

Here, good morning.

00:00:51.000 --> 00:00:52.000

I'm here.

00:00:52.000 --> 00:00:56.000

Learning. Trimet, Sam D'Soux. Morning. Port of Portland, Curtis Robinhold.

00:00:56.000 --> 00:01:06.000

Good morning, President.

00:01:06.000 --> 00:01:09.000

Dq Ali Mirzakalili.

00:01:09.000 --> 00:01:10.000

President, good morning.

00:01:10.000 --> 00:01:22.000

Metro Council, Christine Lewis. Metro Council, Ashton Simpson.

00:01:22.000 --> 00:01:28.000

Good morning. Wsdot Carly Francis.

00:01:28.000 --> 00:01:31.000

This is to have them on Carly's behalf present.

00:01:31.000 --> 00:01:37.000

Oh, hi, Devin. Great to have you here. Devin is Carly's alternate.

00:01:37.000 --> 00:01:40.000

City of Vancouver, Mayor Anne McEnany Ogle. Morning. C-tran.

00:01:40.000 --> 00:01:45.000

Good morning, present.

00:01:45.000 --> 00:01:50.000

Leanne Caver.

00:01:50.000 --> 00:02:01.000

Okay, great. So, and I do want to acknowledge that Portland Councillor Angelina Murillo is here as alternate for Mayor Wilson.

00:02:01.000 --> 00:02:06.000

So welcome, Counselor. And I also got a message from Emerald Bogue.

00:02:06.000 --> 00:02:16.000

That is waiting to be let in. If staff can connect with Emerald. Okay, there she is.

00:02:16.000 --> 00:02:29.000

So before we start on public communications on the agenda, I do want to Remind folks that we have a public hearing scheduled for the regional flexible funds allocation proposals.

00:02:29.000 --> 00:02:39.000

For record keeping purposes, we're asking the public to hold their testimony on RAFA Step 1a and step two until the public hearing begins at 7.50.

00:02:39.000 --> 00:02:45.000

For all other agenda items, I'll ask Ramona to provide instructions on public communications.

00:02:45.000 --> 00:02:47.000

So Ramona, please.

00:02:47.000 --> 00:03:00.000

Thank you, Chair. If you have not done so in advance, please sign up to testify by raising the raise hand function In the reactions or more menus or dialing star nine.

00:03:00.000 --> 00:03:04.000

When it's your turn to testify, I'll call your name or phone number.

00:03:04.000 --> 00:03:09.000

For those on Zoom, click accept to be promoted to a panelist.

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Your Zoom window will close briefly before you rejoin as a panelist.

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You can turn on your camera if you like. Testimony is limited to three minutes.

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And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

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We do have some folks who have signed up to speak today.

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Great.

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And I'm going to start With...

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Ramona, is this for... Is this for regular testimony or for testimony regarding Rafa?

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Okay. Perfect.

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This is for just regular testimony on agenda items. And at the top of the item, the chair did specify to comment if you are speaking on RFFA items.

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Great. And the folks who have their hands raised are signed up to speak for RFA. So we'll just hold tight on that right now.

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I'm going to start with Councillor Brett Sherman, if I can find him here.

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Councillor Brett Sherman is speaking on behalf of Brefa. Olive.

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Oh, we've asked him to wait. That's right. All of those folks have waited.

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I'm going to start calling on the people whose hands are raised.

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I'm going to promote. Those are all Rafa folks.

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Those folks are also speaking on behalf of RAFA.

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Okay, go ahead and put your hands down if you're speaking, if you're here to speak on Rafa, please Leave your hand up if you're here to speak on something other than Rafa that's on the agenda today.

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All right. I'm promoting to panelist Amy Ferrara.

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Ramon, I think we also have Bob Hastings with us here.

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Hi, Bob. Are you here to testify or are you here as an alternate? Sorry, I'm not sure if

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I'm here to testify for Rafa.

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Okay. We're holding testimony for Rafa at 750, so apologize for the logistical mishap here.

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Hi, Amy. Thank you for joining us this morning.

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Hi, and I apologize if this is correct or not correct, but I want to testify or on behalf of the Sunrise Corridor.

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Is that? Sorry about that. Okay, okay.

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Yeah, that's held for 750. Sorry about that. That's okay. No, thank you for your patience. We'll hear you soon.

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All right, Chair, it doesn't look like anyone is signed up to speak on any other agenda items.

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Okay. Thank you. Thank you, Ramona. See no further testimony on open items. I will close this public hearing. And a reminder that we will have A hearing for RFFA at 7.50.

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I will ask staff, I think Ted is joining us to provide an update on safety in fatal crashes on our system since our last meeting.

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Wonderful. I did see Ted put his hand up.

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There we go. There we go. Okay. I see myself now. Good morning, everybody. Ted Liebold, Transportation Policy Director with Metro.

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Each month, we acknowledge the people killed in traffic crashes in Clackamas, Multnomah, and Washington County since our last meeting.

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We do this to remind ourselves of the impact of our work on transportation and the lives of the people in our community.

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Whereas we have been reading the names of people killed. That information is no longer available from the ODOT crash and analysis and reporting unit.

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But we will continue to share the age of the victims and the locations of the fatal crashes each month.

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Since our last meeting, at least 11 people have died in a traffic crash.

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We have a person aged 40 driving in Clackamas County. Vehicle passenger age 32 in washington county a person age 29 driving in Clackamas County.

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A person driving in the city of portland a person driving in Clackamas County.

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A person age 67 driving in Multnomah county a person age 39 motorcycling in washington county A person aged 86 walking in portland a person age 69 walking in Hillsborough.

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A vehicle passenger aged 45 In Clackamas County.

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And a vehicle passenger in the city of Gresham. Thank you, Chair. That's our report for today. Oh, sorry. We have another slide. Next slide, please.

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It is helpful to remember that the actions we are committed to to prevent future traffic crashes and deaths our safe streets, safe speeds.

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Safe people, safe vehicles, and post-crash care. Next slide, please.

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And Georgia or Ramona will add web links for the following information about this month's safety projects to the Zoom chat.

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That you can click on for further information. We're going to highlight three of those today.

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The Portland Bureau of Transportation has activated seven new signalized crossings.

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Including new full traffic signals, pedestrian hybrid beacons, and rapid flashing beacons.

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Most of these locations were identified through Safe Routes to Schools outreach to improve access to 12 local schools.

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With funding from Portland's Fixing Our Streets, system development charges. And cannabis tax revenue.

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The Portland Police Bureau and law enforcement partners conducted a four-day high visibility traffic enforcement mission over St. Patrick's day weekend through the Metro Area Traffic Enforcement Collaboration.

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Resulting in 1,200 traffic stops. 730 citations, 85th and 85 arrests, including 58 impaired drivers.

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This collaborative effort is part of an ongoing Vision Zero effort to eliminate traffic fatalities throughout the region.

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And finally today, the Oregon Department of Transportation is installing new rectangular rapid flashing beacons at three high priority locations on Southeast Boulevard in Portland.

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Tualatin Valley Highway in Aloha. And Hall Boulevard in Tigard.

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Each project includes enhanced lighting. High visibility striping.

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Upgraded Americans with Disability Act curb ramps and other complementary safety improvements.

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And construction is underway at all locations. Also in the chat, we've provided additional information for five additional safety projects focused on focused on safety.

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Thank you, Chair. That's our report for this month.

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Thanks, Ed. Commissioner Fies, your hand raised for this section. Do you have a question?

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Yeah, I did. Sorry, I raised earlier and then it was accident that time, but this one, I do have a question for the presenter. I was wondering.

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If you could go back to the first slides of the people that were killed in our roads, there was an identified person At the age of 32 that It said in a vehicle where the different categories were a passenger, driver, walking. So I wasn't sure

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Did you get that information from the entities that record these data or Or it's just we just don't know that the person was killed by a car or They were in the car like how do we disaggregate that piece of this just caught my attention and i appreciate

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Also, while this is really sad data that we present, I appreciate the the improvements we made to this process to follow up with some of the crucial safety elements that are being implemented in our roads to save lives. So I do want to recognize that piece.

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But just for my own edification, I was wondering if you could just elaborate what in a vehicle.

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Yeah, so the data comes from the Oregon Department of Transportation Analysis and Crash Unit, which combs through the police reports and reports from follow-up reports from hospitals and uh such places when it says in a vehicle, we're interpreting that to mean there was a passenger in the vehicle as opposed to the driver.

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And if they're a driver that is identified driving there on the slide.

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Is that helpful in terms of what you were asking about?

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Yeah, so we just don't know if they were the passenger driver they were just part of the occupancy in the vehicle.

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Is that how we're? Okay. Okay, thank you.

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Correct. Yep.

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Commissioner Savas?

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Yeah, thank you. It seems appropriate. I just want to um share with you in my tenure and even recently, which is why I'm bringing this up today, is that some of the emergency responders that I know in parts of the county

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That respond a number of these accidents, whether they're fatalities or whether they're just injuries.

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Either way, they can be life changing. So I don't want to diminish the fact that injuries are not important.

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But I do want to point out that you know, I want to thank ODOT for addressing and evaluating some of these accidents that happen and you know You know, Ryan, you're here with us today, but I want to point out that there are improvements being made in certain areas where accidents and fatalities have happened.

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And we had one corridor in South County that, you know, ODOT and the Oregon State Police helped put a safety corridor in place. However, some of these accidents are elsewhere and we are seeing urban level traffic, congestion.

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And frankly, a little frustration apparently he's like emergency responders say that with people trying to, when you have bumper to bumper traffic going out to a rural city, people lose their patience and they try some more aggressive moves. I don't know. I'm not saying that's the cause of these things because I'm not

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To the investigations. Some of these things, but I just want to let people know that we are doing everything we can with our resources in areas that have the highest incidence and we are cash constrained, but we are spending a lot of money on Stafford Road, which is mitigating diversion and spillage off the interstate.

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And in South County, where some of these accidents are listed today, we have unique problems where there's only one way and that's what that's a rural highway that happens to be owned by the state. And if it's our responsibility, we get behind it as well but

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Just want to point out that we are seeing urban level congestion and traffic and instances on our rural roads.

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Thank you.

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Thanks, Commissioner. Yeah, lots of safety needs, a lot of transportation needs for sure.

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I'm going to ask Allie Holmphist to join us now to present on the transit minute. Transit is also one of our major priorities here at JPACT and for the region.

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And we want to see how we're continuing to support the return of ridership.

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And those outcomes so far. So Ali, if you could join us.

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Thanks, Georgia.

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Great. Thank you very much. So today in the Transit Minute, next slide, please.

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In February, we had almost 5.5 million rides in the Metropolitan Statistical Area.

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You'll probably notice from the graph that's a little bit less than we saw last year.

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But last February was a leap year. So if we adjust that to be a little bit more typical, next slide, please.

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You get a trend line that looks more like this. Oh, sorry, previous slide.

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Yes, two graphs. So it's just a little bit lower that we saw this February due to that severe winter storm that caused some school closures and travel advisories.

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Now, next slide, please. And for transit news, I just wanted to highlight some resources available through our Better Bus program.

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Trimet and Metro have developed a map showing the transit route segments experiencing the most delay, which you can see are all over the region in this snapshot.

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And that's paired with a toolkit providing a menu of solutions for improving speed and reliability through infrastructure in the road.

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Washington County is a great example. They included many of these sites in their countywide transit study. And so with so many jurisdictions doing transportation system plan updates, it's a great time to be thinking about this as part of planning.

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So thank you very much. That is the Transit Minute.

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Thanks, Allie. Truly a minute. Mayor Delane and then Ryan.

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Yeah, yeah, I can hear you.

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I think I got all my mutes off. Okay, good. I can't let it pass, Ellie. You cut us off the map again.

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And I think East County might, if they might say the same thing because they're cut off the map with the legend so If you guys could consider that if including the west counties and these counties in

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Thanks, Mayor. Ryan.

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Thank you. Just going back to safety for a moment, and I appreciate Commissioner Fire's point in trying to understand the safety data that's presented. And it's just at such a high level. And I appreciate that the the information that you're sharing. I don't know that it's appropriate to really share at a different level.

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For this type of a form, but it is sometimes challenging to know a lot of the detail that happens on some of these.

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I know here at ODOT, I just want to share, as Commissioner Savez pointed out, in particular as it relates to pedestrian and bicycle fatalities, we have our vulnerable crash user response team that evaluates those within 30 days.

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I evaluate every one of those independently with them and go over the data. We talk about safety improvements. And I'm sure local jurisdictions have similar processes for what's going on on their facilities.

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And the responses to those. And it might be at some point something that we want to spend some time thinking about In terms of an agenda item, just to come back and share Some of the things that we have done as a result of those, some of the information we've shared, and maybe also some of the how we classify those fatalities that you're seeing up there. And I just bring up one.

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We had a fatality recently on I-84 that was uh coded as a fatality as a pedestrian. It was someone changing their tire that their vehicle was struck as they were changing their tire and that gets coded as a pedestrian. And so sometimes it's hard to tell exactly what's happening on these things unless you really dig into the data and understand it.

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I appreciate that we have this time and that we do recognize what's happening out there. But if you really want to dig in and understand that.

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What's happening on some of these. I do think that would be useful. One of the things that strikes me is, again, how often we're seeing alcohol speed And some of the other factors that lead into some of the safety issues that we're seeing and

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What steps can we take as an organization at JPAC and Metro and how we think about our safety dollars, how we're applying those for a number of programs that Metro, ODOT, the cities and counties are supporting today, and how do we make sure that we're maximizing the efficiency and effectiveness of those programs to really help tackle some of these things that are really more serious than I think any of us think about unless you're really staring at that data and you recognize how often these factors are

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Part of what's happening out there. Thanks for just allowing me to talk about that for a minute.

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That's right. Of course, thanks. And Mayor Delane, I do want to say we've had a lot of great chat already in the meeting, but please, if you could keep it brief.

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Yeah, first I want to thank Ryan, acknowledge his group for putting out these rapid flashing beacons.

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I think they do really give us an opportunity to try to make a difference.

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But I think also as I drive through our region and our area We need something more on education side.

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The number of times I approached the rapid flashing beacons in Forest Grove, Cornelius.

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Anywhere in Washington County. And have pedestrians crossing within half a block of them.

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That there's an educational element. I think it goes much to what Ryan was talking about, about bad choices.

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So we need to think about what we're doing about the education, help people understand the why.

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Why is it so important that they use these things? That's all I wanted to chime in. Thanks, Chair, for the indulgence.

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Of course. Right. Well, thank you to the staff for our regular presentations. I do appreciate the the level of interest in our safety and in transit and how we continue to make that better. That's the point of why we do these and why we continue to highlight them.

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So I think the conversation is very welcome. Some quick updates from me.

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First on the transportation package. As you all know, the Oregon legislature is contemplating a package In this 2025 legislative session.

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In preparation for the package and knowing that the region is more successful at achieving its priorities when we speak in one voice about the level of investment that we would like to see happen here in the region.

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You will recall that JPAC did develop a packet of regional priorities that we have been sharing in Salem.

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I ask that you please take a look at the memo in the packet for an update on the status of this work.

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Since staff has been just hard at work in Salem advancing these priorities.

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Another important update is We are hosting a special JPAC meeting next month.

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On Thursday, May 22nd. And this is going to be an online workshop.

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To learn more about the RFFA Step 1A projects. At our last meeting, folks had mentioned that they would really like to some presentation and discussion time.

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On each of the five projects that are presented in the scenario, whether that's Burnside Bridge or 82nd Avenue or Montgomery Streetcar Sunrise Corridor. So my understanding is that staff from each of those projects will have an opportunity to present and answer questions on projects.

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And that, again, is in response to requests from this body.

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And you should have received an invitation. So please make sure on your calendar that you let us know if you'd like to attend.

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Okay, so on to our consent agenda. We do have three items on the consent agenda.

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Commissioner Savas did inform me at the start of the meeting that he would like to pull one item from the consent agenda. So I want to look to Michelle and or Ted just to make sure that uh we procedurally here, we don't make any mistakes as to how I move this.

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Well, I could also just provide some clarification before asking Michelle about procedure.

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Okay.

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I think the issue that Commissioner Savas raised was raised by Clackamas County and smart transit agency regarding representation of transit agencies at JPACT. And that issue was raised as part of the US Department of Transportation's certification process of us as a metropolitan planning organization.

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And so at the time response to that was that once the USDOT reported back on our certification that we would then talk about that specific issue at JPACT, We did just receive a certification on Friday, and so Metro staff has been looking to

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Figure out when we could fit the report back to JPACT on that certification process into our JPACT agenda and was intending on Specifically addressing that specific issue as part of the report back so I don't know if Commissioner Savas, if you would be willing to

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Listen or hold off until we're actually prepared to report back on the whole certification process.

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And that transit representation issue that was specifically raised in that process.

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Commissioner Savas.

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Yeah, thanks, Ted. As I shared earlier with Chair Gonzalez, there was a commitment made by this group to bring this back to JPAC, us for a discussion and a resolution.

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So I appreciate the late information, but that does not negate the challenge that we have nor the commitment to resolve this and so You know, if I would like to pull it and follow through with our commitment to address it and not

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Not cause any further delay. We have a structural problem. You know, throughout not just here, but in other aspects of transit that we're trying to resolve and really frankly, it's on behalf of the citizens in the region who are paying for transit, who are not receiving service. So I think there's a

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Overwhelming commitment to meet the demands on behalf of those who are paying but not being served

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Okay, Commissioner. Looking at the Metro staff here so We do have three.

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Items on the consent agenda. There is a request to pull one.

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From the agenda for next meeting and so Looking at my agenda, we would move two items on consent which is Resolution number 25-5481.

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Which is a series of actions on the MTIP. And then also number two, the consideration of our meeting minutes for March.

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So if I could have a motion to move those two items on the consent agenda.

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Chair Gonzalez, I move to approve the consent agenda but withdraw item 4.2 and bring it back for further discussion.

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Okay, thank you. Can I get a second? Thank you, Commissioner.

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Second, I second.

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All right. All in favor, say aye.

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Bye.

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Right.

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I...

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Bye.

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Bye.

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Seeing no opposition. The motion passes unanimously. Thank you. And that item will return as a part of the presentation that Metro staff was planning to to bring at a future meeting. Thank you, Commissioner Savas.

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All right, now on to our discussion items, which includes uh the public hearing for the regional flexible funds public testimony hearing. Thank you to folks that have been patiently waiting for us to be able to get to this point.

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As folks recall. At the last JPAC meeting, we did refer a package for public comment a set of projects that could potentially be funded through through bonding a portion of our region's regional flexible fund allocation.

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Which we refer to as our FFA Step 1a One, the public parliament period also includes counties and cities applications for funding for projects to be funded through what is called Rafa step two.

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Today, we'll host a public hearing to gather input from the members of the public on projects identified And the step 1a1 bond and the local transportation products competing in the step two allocation process.

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Please also note that the agenda packet includes a variety of options for folks to share their thoughts on the process and the projects under consideration, including an online open house that runs through April 28th.

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And if you haven't looked at that open house It's really interactive and engaging on the internet. So I highly encourage folks to do that.

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So Grace is here to kick us off with this part of the of the presentation and agenda. Grace, I see you've joined us. I'll hand it off to you. Thank you.

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Thank you, Chair Gonzalez and members of JPACT for having me here this morning to introduce the 28 through 30 regional flexible fund allocation Public Testimony or public hearing opportunity.

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Just have a couple of short slides and then we'll hand it back over for Terry Gonzalez to open the public hearing.

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Next slide, please. So on March 26, Metro opened a public comment period for the 28 through 30 regional flexible fund new project bond proposal and the step two competitive allocation.

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The public comment period runs through April 30th, 2025. Members of the public are encouraged to participate and provide comment through the following formats.

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There's an online open house and survey on the regional flexible fund bond proposal, referred to as Step 1.1.

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An interactive map and survey on the step two applications received.

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Both of these surveys are also available in Spanish. Members of the public can also submit emails send us regular u.s postal service mail or pick up the phone.

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And lastly, there's today's public hearing. Next slide, please.

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So following the public comment period, Metro staff aims to compile the comments, identify the comment themes, and issue public comment reports for the bond proposal, as well as for step two in May in efforts to support the deliberations. These will be two separate reports.

00:30:22.000 --> 00:30:34.000

With the aim For JPAC and Metro Council to make a final decision on the regional flexible fund bond proposal and step two in July of this year.

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Next slide, please. And if there are any questions regarding the public comment or the regional flexible fund allocation in general, please feel free to reach out and contact myself. And with that, I will turn it over to Councilor Gonzalez.

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Thank you, Grace. So I will now open a public hearing on agenda item.

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2028, 2030 regional flexible fund allocation step 1a1 and step two of public testimony.

00:31:04.000 --> 00:31:09.000

Ramona, if you could please provide instruction on how the public can provide comment once again.

00:31:09.000 --> 00:31:15.000

And we'll ask folks too. Raise your hands and whatnot. Thank you.

00:31:15.000 --> 00:31:27.000

You chair. If you have not done so in advance, please sign up to testify by using the raise hand function in the reactions or more menus or by dialing star 9.

00:31:27.000 --> 00:31:32.000

When it's your turn to testify, I'll call your name or phone number.

00:31:32.000 --> 00:31:37.000

For those on Zoom, click accept to be promoted to a panelist.

00:31:37.000 --> 00:31:41.000

Your Zoom window will close briefly before you rejoin as a panelist.

00:31:41.000 --> 00:31:47.000

You can turn on your camera if you like. Testimony is limited to three minutes.

00:31:47.000 --> 00:31:57.000

And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

00:31:57.000 --> 00:32:06.000

If you know what projects you're specifically speaking about today. Please say that at the beginning of your testimony.

00:32:06.000 --> 00:32:12.000

I believe we have Councillor Brett Sherman. He's our first person to sign up today.

00:32:12.000 --> 00:32:14.000

Go right ahead.

00:32:14.000 --> 00:32:26.000

Thank you very much. And I'm actually pretty excited about having the full three minutes today. I really shortened it up kind of given where we've been in the past. So I maybe have an extra minute to chat with you guys. So I do appreciate that.

00:32:26.000 --> 00:32:32.000

Good morning, everyone. Char Gonzalez, committee members. Thank you for this opportunity to speak to you today.

00:32:32.000 --> 00:32:38.000

My name is Brett Sherman. I'm a Happy Valley City Councilor. I hold a number of committee responsibilities, including as an alternate for JPACT.

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And I'm here to testify in favor of funding the Step 1A Sunrise Quarter project at the full $12.5 million.

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And to advocate for the associated Step 2 Highway 212, 224 Sunrise Bike Ped Facilities and interchange improvements.

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There are a number of solid projects that are under consideration, and it is imperative that we structure our public asks in a way that validates we are spending public money wisely. None of my comments today are meant to disparage any of the other projects in the region.

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It is critical that we receive the full $12.5 million for Sunrise so that we can build on the momentum from the recently completed visioning and move this key corridor forward towards shovel-ready status.

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This project has been a regional priority for over 40 years, and an investment in this project demonstrates our commitment to making the region safer and more livable.

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Notably, they're related to 212, 224 interchange improvements will help to mitigate the risks of moving through what has been deemed a high injury corridor.

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In addition, it provides access to over 650 acres of buildable industrial and commercial lands And it lacks substantial affordable home building opportunities. It also benefits those who travel to and from the East, including commuters from Estacada and Sandy. So with that, I really do urge you to move these projects forward, and I appreciate today's time and consideration

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Thank you for allowing me to present.

00:34:01.000 --> 00:34:04.000

Thanks, Councillor Sherman, for coming.

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Next, we have Bob Hastings, and I'll be promoting him as a panelist.

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Hey, Bob, thanks for your patience.

00:34:25.000 --> 00:34:33.000

Good morning, JPAC committee, and thank you for the opportunity. I'm Bob Hastings.

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I am a member of the Citizens Advisory Design Group Serving for many years on serving earthquake ready Burnside Bridge project. And I just want to give you my endorsement of Multnomah County's request for funding through the funding for flexible funding process.

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The thing I wanted to emphasize for the committee is how engaged Multnomah County has been through this process.

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They um over 30 years of working on public works projects, mostly through trimet.

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They've learned a lot of lessons. From others bringing projects forward.

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It's an important project. It has had a lot of vetting.

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Both from citizens of all stripes and background areas. So I've been very impressed with the inclusiveness of Multnomah County on this process They've taken very seriously this opportunity.

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It's going to be a project that will be for an earthquake ready bridge not just serving the city of Portland, but the whole region from Gresham Providing traffic and transit.

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It also will provide a multimodal connections as well as good ADA connections for folks across the whole bridge.

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It's a project that's also going to provide a lot of economic development opportunities for folks in the city and the region.

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And in that case, those dollars that JPAC can provide will have a multiplier effect throughout the region. So with that, I'm not going to delve into the details But just an overall endorsement of their request. And thank you for the opportunity.

00:36:14.000 --> 00:36:24.000

Of course. Thank you, Bob.

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Okay, next we have Jill Rundle. Jill, I'm promoting you as a panelist.

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Good morning, panel. Thank you for allowing me to speak this morning. My name is Jill Rundle and I live, work, and spend meaningful time in the Sunrise Corridor.

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This is my community. It's where I raised my family, run my business, and invest my time and energy.

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I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor and the Highway 212 project.

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This is not just a transportation upgrade. This is a once-in-a-generation opportunity to transform a region that's waited far too long for a real investment.

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For decades, the people of Clackamas County have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning Project captures that collective voice and this project is the tangible next step.

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This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve.

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It's about making sure our region grows in a way that's sustainable and inclusive.

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The Sunrise Corridor is brimming with potential. It's a vital hub for future economic development.

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But that potential won't be realized without the infrastructure that supports it.

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Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone, families, workers, developers, and local businesses.

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This is a win-win for our community and for Oregon, and I urge you to support the Sunrise Gateway Corridor Project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

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Thank you.

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Thank you. The next person who has signed up to speak is Gary Woods.

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Thank you so much, Jill.

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Gary, I'm promoting you as a panelist.

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Showing up here.

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There it is. I think Gary, Gary's here now.

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Okay, I'm going to move on to the next person. Michael. There we go.

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Great.

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Gary, you should be able to come off mute.

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Good morning. My name is Gary Woods. Can you hear me now?

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Hi. Yep.

00:39:12.000 --> 00:39:21.000

Okay. My name is Gary Woods and I would like to comment on the step two application that King City submitted.

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Or the west side trail segment one project I've submitted a lengthy written document, so I'll just summarize my main points.

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Number one, the project asks for building three roads All of these roads will be stubbed until an indefinite time sometime in the future, likely several years.

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For one of these roads at least, it will be many, many years. This is not a responsible use of the grant funds.

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Number two, the owners of 30% of the property covered by this grant are not a minimal to selling the property to King City for this project.

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I live in the Edgewater HOA and I've talked with my neighbors And this is a very controversial project.

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Which has a high possibility of requiring eminent domain to acquire the property.

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Number three, the Westside Trail, as originally planned can be built without additional property being purchased.

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Number four, the roads and trails are not tier one projects as the grant application states they are tier two application they're tier two And number five, the incorrect version of the west side trail layout was submitted with the grant application.

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Thank you for looking at the documents that I sent in. I think 22 pages and for allowing me to speak this morning.

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Thank you.

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Our next testifier is Michael Walter, and I'm promoting michael as a panelist.

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Good morning. My name is Michael Walter. From the city happy valley's Economic and Community Development Director.

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I'd like to echo everything that Councillor Sherman said, and I'm speaking to the same projects on the Sunrise Corridor.

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I served on the project management team and at times the technical advisory committee And I'd like to break my testimony down into kind of two sections. One is first wearing my hat as my position, the Economic and Community Development Director, and advocate for the

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Projects and projects focused mostly on what Councillor Sherman spoke to about the industrial area.

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This is called the Rock Creek Employment Center in the City of Happy Valley's plans it's been planned and studied extensively for nearly 20 years. It would benefit quite a bit from the corridor no matter what parts of the corridor might be funded.

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It will eventually see benefits to economic development in that area.

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Strongly advocate for that. Then I'm going to put my other hat on which is resident.

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Near the corridor living just off of 142nd avenue And also for my mother who lives in Chatterbrook.

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Manufactured home community, which is also in the corridor. And here I'd like to focus on local residents observations about safety.

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As many people know, the corridor has high maybe not fatalities, but high accidents, as Councilor Sherman spoke to And we've witnessed several of them.

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Even just recently. And as the committee explored at the very beginning with the ODOT data on crashes and et cetera, a lot of times The reason that we have crashes and accidents is because of driver behavior or error.

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And sometimes It's also the road design.

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As it interacts with other roads and signals. And this is the case, I believe.

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With the existing Highway 212-224. And so only some of these infrastructure related improvements will really lead to increased safety.

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I'd like to strongly advocate for that as well. And thank you very much for your time.

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Next person is Zachary Luridson. Zachary, I'm promoting you as a panelist.

00:44:11.000 --> 00:44:25.000

Good morning, folks. Can you see me hear me? There we go. Awesome. Good morning. Hello, Zachary Lawretsen. I'm from Oregon Walks. We're a pedestrian advocacy organization. We also host the 82nd Avenue Coalition. It's nice to see so many of you friendly faces.

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As you finalize your RAFA funding priorities, I really want to lift up 82nd Avenue specifically. I know many of you know 82nd Avenue well, and I want to highlight just a couple of reasons why that is deserved.

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82nd Halves has decades of challenges. It's a high crash corridor. It's had decades of paving. So there's intense heat islands effects.

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The sidewalk network is incomplete, often inaccessible. Bus line 72 has, as you know from your packet and information, some of the highest delay of any line in the entire system.

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And yet, and this is what's so important and yet In the face of these challenges, Line 72 has the highest ridership of any line in the entire state.

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And our constituents along 82nd Avenue are voting with their feet that transit is critical, even in the face of these challenges, it's incredibly critical. So if there's ever a chance and ever a place to prioritize transit and investment in transit. It would be here on 82nd Avenue and

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There's momentum on 82nd Avenue. Your dollars from RAFA will be matched from other transportation agencies and other projects.

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The 82nd Avenue Coalition is working with jurisdictions all around the corridor, around workforce, around housing, around tree canopy, around depaving, childcare.

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Things that make 82nd Avenue robust and really investing in folks.

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I know you get more asks than there are dollars. But please, please, please prioritize 82nd Avenue as you go through that prioritization process.

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Thank you.

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Exactly.

00:45:57.000 --> 00:46:03.000

Next is Dick Davis. I'm promoting you as a panelist.

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Thanks. And also, I do want to acknowledge folks, you'll see that we've updated the timer to 90 seconds. We have about, I think, close to 20 more people scheduled.

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And to help guide us through the agenda, we do have items on the other side of this.

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That we need to complete by 930. Thank you in advance for understanding that we're shifting the time block to 90 seconds. Thank you.

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Dick.

00:46:28.000 --> 00:46:52.000

Thank you. I am the chair of Portland Streetcar. I am here today to testify in support of bond funding for Excuse me, for the Montgomery park streetcar extension Which brings with it tremendous economic development potential and private sector support.

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This project presents an opportunity to replicate past streetcar successes to build thousands of units of new housing.

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And create a vibrant, walkable neighborhood close to the central city.

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The Montgomery Park Streetcar Extension is currently in the federal project development phase, which means in the two years The next two years, it will be ready to request federal funding to start construction.

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Applying the RFA bond funding to the funding plan uh will uh fill a crucial gap in local match and ensure the project is a competitive candidate for federal construction.

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Funds and leverages nearly 30 million in private sector support for the project.

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I hope you will consider the climate smart transit connection and broad community benefits This regional support for this project will provide.

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Thank you.

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Thank you. Right on time.

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Foreign bowling is next. Lauren, I'm promoting you as a panelist.

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Lauren, you should be able to speak now. No, we cannot hear you.

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No.

00:48:50.000 --> 00:48:51.000

Sorry.

00:48:51.000 --> 00:49:00.000

I'm going to move to the next person. Lauren, you work on your your speaker there on your end and we'll get back to you.

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The next person. After Lorne is... Tyler Smith.

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Tyler, I'm promoting you as a panelist.

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All right. Good morning. Morning, commissioners, mayors, counselors uh I'm Tyler Smith. I'm the vice president of ironworkers Local 29 and the chair of our political action committee I'm... Wanted to talk to you today just to galvanized support for the earthquake ready Burnside bridge

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Um this I personally, this project is kind of personal to me because I worked on the burnside bridge as like a new journeyman right after finishing or apprenticeship in, I believe it was 2005 Possibly 2004 but It was pretty cool. We were doing like some uh

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Seismic upgrade projects and working kind of in the guts of the piers burnside bridge and we found old rivets from when the project was first built you know a hundred years ago ish And... It's an amazing... It's an amazing bridge.

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But we need a new one. We know that we're not going to have these bridges.

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Aren't built to last when the big one hits. By building a new bridge, we'd really uh it would invest a lot in the next generation. We have a robust apprenticeship program.

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That you know we're trying to bring in lots of Young folks, women young folks people from the BIPOC communities, veterans. Anyhow, I guess I'm out of time, but I'm just saying, please support this project in the future.

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And thank you for your time.

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I'm trying to get folks on here a little bit faster.

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Diana Helm, I tried to, there you are, Diana Helm you're next.

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Thank you. Good morning, Chair Gonzalez and the rest of the JPAC committee. I appreciate your time this morning. My name is Diana Helm and I have lived, worked, played, shopped, eaten.

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And lived my life here for 30 years now in the Sunrise Corridor. I'm the former mayor of Damascus, and I'm here today to strongly support the Sunrise Gateway corridor, Highway

212 project, not just as a transportation project, but as a means for economic development.

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Clackamas County is growing, but economic opportunity isn't reaching every part of the region equally.

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The Sunrise Corridor is poised for growth, but we need the right infrastructure in place to make that happen.

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We have waited decades, right, Paul? Decades. For real investment in safety and transportation, and this project reflects the voices of residents, youth, small businesses, and underrepresented communities.

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This project will open the door for more housing development by improving access and reducing barriers for builders.

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It will create better mobility for our local workforce, especially those without cars, and it will support existing residents by reducing congestion and improving access to major job centers in the Clackamas industrial area.

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Many of our residents work in retail, healthcare, logistics, and education, and they need safe, reliable routes to get to their jobs.

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This project expands bike, pedestrian, and transit access while easing traffic for others. This project will create improvements that will benefit people every day.

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And I urge you to support this whole project. I've been involved for many, many years and would love to see the funding go through on this. Thank you for your time.

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Promise no. You're next.

00:53:04.000 --> 00:53:13.000

Good morning, Chair Gonzalez and JPAC members. My name is Thomas Ngo. I'm here to urge full funding for the 82nd Avenue Transit Project.

00:53:13.000 --> 00:53:36.000

I live just a block away from 82nd Avenue in Montevilla and serve on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group I grew up a few blocks away and I experienced the corridor's challenges daily. 82nd Avenue runs from the airport to Clackamas Town Center, serving some of Portland's most diverse and historically underserved neighborhoods.

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And it's one of the city's most dangerous streets. It's part of more than a dozen vulnerable road users have been killed here in the last decade.

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Now, PBOT's done an inventory of all the specific issues along 82nd Avenue that need to be addressed. And there's a lot of work that needs to be done to make 82nd Avenue

00:54:00.000 --> 00:54:06.000

Thanks, Thomas. I think you dropped off.

00:54:06.000 --> 00:54:08.000

Okay, I think Thomas dropped off. Yeah, but thank you, Thomas.

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I think for him if he comes back.

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So we have jay jones

00:54:18.000 --> 00:54:19.000

Hey, Thomas. Sorry, I think you dropped off for a little bit.

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Thomas is right here.

00:54:22.000 --> 00:54:29.000

Do you want to wrap up? You're on mute. Sorry.

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Do we want to...

00:54:30.000 --> 00:54:36.000

Sorry. Yeah, I'll submit written testimony as well, but I urge you to fully fund the 82nd Avenue Transit project request.

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It's shovel ready. It aligns directly with RTP's goals for equity, safety, and mobility. And thank you for your consideration and leadership.

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Thank you, Thomas.

00:54:48.000 --> 00:54:53.000

I think Jasmine should be here. Jasmine, you're next.

00:54:53.000 --> 00:55:02.000

Hi, good morning. Thank you for having me. My name is Jasmine Ko and I'll also be speaking on the support of 82nd Avenue.

00:55:02.000 --> 00:55:11.000

I am the community programs manager. Verde has been serving communities, building environmental wealth for around 20 years.

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And we are currently a part of the 82nd Avenue Coalition along with Oregon Walks, Pano and Unite Oregon.

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We're very excited that the 82nd Avenue corridor is being considered to be a recipient of these funds. It is such an essential transportation hub for many of our community

members getting to school and to work and As Zachary mentioned, line 72 has the highest ridership of any route and we have heard firsthand from

00:55:40.000 --> 00:55:47.000

Youth and families that they are waiting for buses because they're full, especially during peak hours.

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Many of our community members don't have access to personal vehicles. So it is uh yeah a very critical project to invest in excellent transit.

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And we are also investing in housing being developed in Coley. And so this would be augmented and further support our greenhouse gas emission goals by connecting housing, jobs, and transit.

00:56:12.000 --> 00:56:28.000

Anyways, I understand that there are limited funds and a lot of competing projects, and so we are very grateful for your consideration in 82nd Avenue and not just for our community, but for the greater region that 82nd Avenue serves.

00:56:28.000 --> 00:56:31.000

All right. Thanks so much.

00:56:31.000 --> 00:56:37.000

All right, Chair, we're going to try Lauren Bowling again and see if they were able to get their tech working.

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Can you hear me? Okay, sorry about that.

00:56:38.000 --> 00:56:39.000

Ah, yeah.

00:56:39.000 --> 00:56:41.000

Yes. Horn.

00:56:41.000 --> 00:56:56.000

Chair Gonzalez and JPAC members. For the record, my name is Lauren Bulling. The Ironworkers Local 29 would like to express our continued strong support for Multnomah County's regional flexible funding allocation request for the earthquake Ready Burnside Bridge project.

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Funding this project will create a modern bridge that advances both multimodal transit and safety while also creating family wage jobs for our region. As a local, we represent more than 1,300 journey level workers and 250 registered apprentices across Oregon and Southwest Washington.

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And we are proud of our partnerships with community groups like Constructing Hope and Portland Youth Builders to open opportunities for historically disadvantaged Oregonians. And I would just add on to that, more than 30% of our registered apprentices are people of color, women, veterans, or some combination of these groups.

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On the multimodal component, the Burnside Bridge is used by three TriMet bus lines, line 12, 19, and 20, and this accounts for nearly 15% of the total bus ridership in the region.

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On a side note, we are also running Senable 7-Eleven in the Oregon State Legislature right now, which is looking to update statute.

00:57:47.000 --> 00:58:07.000

And allow the use of automated traffic cameras and highway work zones when workers are present. So traffic fatalities and safety on the roads is incredibly important to our membership. Again, we just asked for the consideration and support of the earthquake Ready Burnside Bridge, RFFA request, and thank you for your time.

00:58:07.000 --> 00:58:11.000

Mark Lineman, you're next.

00:58:11.000 --> 00:58:18.000

Thank you. My name is Mark Linehan. I'm a resident of Portland. I'm here in support of the Prescott Project.

00:58:18.000 --> 00:58:33.000

Which will build bicycling and pedestrian improvements on Prescott in Northeast Portland from Route 72nd Street to across the I-205 area.

00:58:33.000 --> 00:58:42.000

And the reason I support this is I am a bicyclist. I cycled that route fairly often. And the reason I cycle it is it's one of the few ways to get across I-205.

00:58:42.000 --> 00:58:56.000

In that part of Portland, the best alternative option or the only really alternative option is kink Killingsworth and that's just way so busy then it's not at all a good route.

00:58:56.000 --> 00:59:05.000

This Prescott connection connects two main high poverty areas in the city, Cully and Park Rose.

00:59:05.000 --> 00:59:20.000

So it's a way to address providing transportation by bicycle for populations that may not be able to afford cars. It also has complementary function with respect to the 82nd Street project.

00:59:20.000 --> 00:59:31.000

Because it connects to 82nd in both directions from east and west and provides a way for people in those areas to get to the proposed improved bus lines on 82nd.

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The other alternative that RFA funds is considering is one on Gleason street But Gleason Street has two alternatives. One is Burnside, which is just south of it.

00:59:44.000 --> 00:59:52.000

And the other is Halsey, which is a little messy but still there. Whereas Killingsworth is, I'm sorry, Prescott is the only one further north.

00:59:52.000 --> 00:59:56.000

So that's why I think it should be funded. Thank you.

00:59:56.000 --> 01:00:00.000

Jay Jones, you're next.

01:00:00.000 --> 01:00:07.000

Okay, good morning. My name is Jay Jones. I'm the president and CEO of the North Clackamas Chamber of Commerce.

01:00:07.000 --> 01:00:23.000

I'm here today as support for the Sunrise Corridor and the 212 project I represent the regional chamber of Commerce that supports businesses in Oregon City, Happy Valley, Gladstone, Milwaukee, and unincorporated Clackamas.

01:00:23.000 --> 01:00:29.000

I also live, work, play, spend time in the Sunrise Corridor, like Diana Helms does.

01:00:29.000 --> 01:00:34.000

Why does this matter? It matters because this is one of the busiest freight routes in the state.

01:00:34.000 --> 01:00:38.000

And one of the highest concentration areas for jobs in our region.

01:00:38.000 --> 01:00:52.000

We must invest now to support the intended growth of the surrounding areas to support a bright future of our regional economy And so that people in this part of the region have alternatives to driving by improving access to transit.

01:00:52.000 --> 01:00:56.000

Another note is happy valley It's the fastest growing.

01:00:56.000 --> 01:01:02.000

Large city in the state. The infrastructure to get people moving in that area.

01:01:02.000 --> 01:01:10.000

This funding would increase safety equity, access to jobs schools, services, economic development.

01:01:10.000 --> 01:01:21.000

Youth and education in parks and open spaces. Please fully fund the $12.5 million in funding for the Sunrise Corridor and the Sunrise Gateway.

01:01:21.000 --> 01:01:29.000

In the Highway 212 project So our community can move our community can move forward with investments we've been waiting for for decades.

01:01:29.000 --> 01:01:39.000

I rest back. Look, I made it. That's fantastic

01:01:39.000 --> 01:01:55.000

Amy Ferrara, you're next.

01:01:55.000 --> 01:02:17.000

Sorry about that. My name is Amy Ferrara and I'm here to support the sunrise 212 corridor. From 2006 to 2016, I worked along Highway 212 at Haven Spa and experienced what it was like for our vehicles and our hot tubs and things leaving and traveling along Highway 212.

01:02:17.000 --> 01:02:22.000

And since then, now I'm a mom of five. I have kids within the school district.

01:02:22.000 --> 01:02:50.000

They attend Taekwondo. One of my daughters works in the industrial park down on 212. And we've seen a significant change in the flow of traffic and how long it takes to get from one end to the other. I'm now in the real estate industry and see a full flood of folks moving into Happy Valley and Damascus areas and know that this project will be such an impact and very important on the growth of our local community. So I ask that you fully fund the

01:02:50.000 --> 01:02:55.000

Sunrise Corridor and Highway 212 project. Thank you.

01:02:55.000 --> 01:02:59.000

Thank you. And Todd?

01:02:59.000 --> 01:03:07.000

Hello, my name is Ian Todd. I am the vice chair of East Multnomah County Transportation Committee, as well as the City Councilor in the city of Fairview.

01:03:07.000 --> 01:03:12.000

And I'm here to offer support for the 223rd Avenue proposal.

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This actually dovetails and provides some synergy with already funded projects.

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That are happening that connect to it on Sandy Boulevard by Multnomah County.

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The project on Marine Drive and the main streets on Halsey project.

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There is a complete disconnect in bike lanes and sidewalks running from Halsey up north on 23rd.

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There is a fully funded safe routes to School project on the On the west side of that, that this would dovetail with and provide synergy.

01:03:46.000 --> 01:03:52.000

Blue Lake Park, which is a regional park at the north end of Fairview.

01:03:52.000 --> 01:04:00.000

Currently, there is no safe way to bicycle there. It is a high transit category.

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Corridor, it is also... an equity focus corridor And a lot of students need to be able to get down to Halsey and it is not safe.

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On either side. There is also issues with... a bottleneck where there is a undercrossing at the railroad that is being worked on.

01:04:22.000 --> 01:04:35.000

So we get a lot of bang for our buck regionally with this is how it fits with everything else we're doing. And I strongly urge funding for the 223rd project it will tie together and provide safety.

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Thank you.

01:04:37.000 --> 01:04:40.000

Thank you. Randall Friesen, are you here? Welcome.

01:04:40.000 --> 01:04:53.000

I am. Good morning, everybody. Good morning, Chair Gonzalez and JPAC members. Thank you for all you do to make improvements to our different counties throughout the Portland Metro and Southwest Washington area.

01:04:53.000 --> 01:04:59.000

My name is Randall Friesen. I'm from the Columbia Pacific Building Trades Council, and I'm here to speak about earthquake ready Burnside bridge projects.

01:04:59.000 --> 01:05:08.000

The Columbia Pacific Building Trades Council proudly represents over 20,000 skilled and construction trades professionals in the Portland metropolitan and Southwest Washington area.

01:05:08.000 --> 01:05:17.000

I'm here to express our full and enthusiastic support of EQRB's request of 25 million to find the optimal version of this vital project.

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The version that delivers the greatest public value. We are particularly proud that this project will be constructed using a project labor agreement, which will ensure the highest quality of work on time completion And adherence to the budget.

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This new bridge is far more than just a structure. It represents a significant investment in safer and more modern multimodal transportation facilities.

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It will serve all modes of transportation and crucially, enhance accessibility to the downtown core for all communities Especially those in traditionally underserved and disadvantaged.

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This includes essential improvements such as building ADA compliant sidewalks to connect with nearby transit stops.

01:05:54.000 --> 01:06:12.000

And social service providers, creating safer and better protected pedestrian and bicycle facilities directly on the bridge, preserving the existing dedicated bus lane, implementing permanent bicycle and pedestrian street improvements adjacent to the bridge, and strategically preparing the bridge for a future streetcar line.

01:06:12.000 --> 01:06:20.000

This multifaceted infrastructure project directly addresses several urgent community needs. And thank you for your time and consideration. Appreciate it.

01:06:20.000 --> 01:06:22.000

Thank you.

01:06:22.000 --> 01:06:35.000

I just want to quickly say Juan Pedro Moreno Almeida I have you signed up to testify and I see your hand is up. I've tried to promote you a couple of times and you've declined.

01:06:35.000 --> 01:06:43.000

I'm going to call up Sarah on her own. But one, Pedro, we'd love to try to get back to you. So we'll try one more time.

01:06:43.000 --> 01:06:46.000

Until then, it's Sarah's turn.

01:06:46.000 --> 01:06:54.000

Hi, good morning, folks. Thanks for the opportunity to weigh in here. I've been before you a couple of times as a TPAC member.

01:06:54.000 --> 01:07:03.000

And I just want to reiterate that I wish I had the luxury of parochialism right now, but I'm quite worried, honestly.

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We're looking at a statewide transportation package where I'm being told there isn't money for safety in part because we haven't been able to stand up regional tolling to pay for some major projects in the Portland metro region.

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I'm being told there isn't funding guaranteed for the safety programs that we're supposed to deliver next year because of the federal government.

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And I'm worried that we aren't able to operate with one voice as a region to set our priorities, be concise and be clear with the federal government that has no interest in supporting our proven solutions like capital transit projects.

01:07:38.000 --> 01:07:55.000

82nd Avenue, TV Highway. Portland Streetcar, which we know deliver catalytic returns on investment for people walking, biking, rolling who also depend on transit for housing delivery for jobs delivery, workforce development.

01:07:55.000 --> 01:08:03.000

I just want to say that I hope that we can remember why we have Metro beyond an MPO, why we invested in regional government.

01:08:03.000 --> 01:08:21.000

To think about projects that advance the interests of the whole beyond jurisdictional boundaries and really think carefully about leveraging every critical opportunity right now as we are faced with a challenging situation in the capital as we're faced with a challenging situation in DC,

01:08:21.000 --> 01:08:32.000

And really speak with one voice with clarity around our priorities now and to get us through the next couple of years. Thank you very much and I appreciate the opportunity to speak with you today.

01:08:32.000 --> 01:08:33.000

Thanks, Sarah.

01:08:33.000 --> 01:08:42.000

All right, Juan Pedro Moreno Almeida is here. And I believe the last one, if you are here to speak today, please raise your hand.

01:08:42.000 --> 01:08:43.000

Go right ahead.

01:08:43.000 --> 01:08:51.000

Good morning, Chair Gonzalez and members of the committee. My name is Juan Pedro Moreno, and I'm a lifelong resident of Hillsboro, Oregon.

01:08:51.000 --> 01:09:02.000

I'm here today to voice my strong support for funding the TV Highway Transit and Safety Project, which is currently being considered for 28 million in regional funds, which is just short of TriMet's 30 million request.

01:09:02.000 --> 01:09:24.000

Our $30 million request for almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equito Development Strategy, working alongside passionate community members and community-based organizations to ensure that the future development reflects the needs and the voices of those who live work, play and travel along this corridor, particularly those who have been historically

01:09:24.000 --> 01:09:36.000

Excluded from infrastructure planning and decision-making spaces. The TV highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day.

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This project represents more than just infrastructure. It's about safety, dignity, and access.

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It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

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By fully funding this project, you're helping ensure that improvements to the corridor are equitable, community driven, and responsive to the lived experience of those who know it best.

01:09:56.000 --> 01:10:10.000

Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future. I urge you to allocate the full $30 million requested. Let's not fall short of a transformational opportunity for our corridor and our community.

01:10:10.000 --> 01:10:31.000

Thank you so much for your time today. And I also did want to mention, I think there are a few other people that are looking to do testimony for specific transit and safety project. I'm not sure if they've gotten to raise their hands, but Maria Dolores, Maria Rodriguez, and Pee Wee Roginda, if you're here, please raise your hands. And thank you so much for being here as well.

01:10:31.000 --> 01:10:38.000

They see PoE and they will be next after, I think Mayor Lube, your hand is raised.

01:10:38.000 --> 01:10:40.000

Yeah. Hi, Mayor Lube. Thank you.

01:10:40.000 --> 01:10:46.000

Hi, everyone. Thank you so much. Good morning. My name is Heidi Lube. I am mayor of Tigard and also a JPAC alternate.

01:10:46.000 --> 01:10:59.000

I wanted to talk today and just express my appreciation for the RFFA process that has provided my community an opportunity to advocate for the critical connections that our service and for our residents and businesses.

01:10:59.000 --> 01:11:05.000

Our project, the North Dakota Street, which is also a Fano Creek Bridge Replacement Project.

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It's important as it's a key multimodal connector between neighborhoods and a response route for our first responders.

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The fact is this bridge is failing. If investment is not made by replacing the structure, it will be weight restricting, limiting its function for our emergency response route.

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The replacement bridge will be elevated to minimize flooding and reduce the environmental impact. It'll be constructed to current seismic standards, making it more resilient to shaking.

01:11:32.000 --> 01:11:39.000

The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle.

01:11:39.000 --> 01:11:44.000

And the new bridge will provide a multimodal link. Having trouble with that word today.

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Between residents and the regional trail system are Fano Creek Trail and the Washington Square Regional Center.

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We've been prioritizing this project for years and have been successful in securing a portion of the funding needed.

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But the $8 million request will allow the project to be successfully constructed.

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Mayor.

01:12:12.000 --> 01:12:17.000

Poa, you're next.

01:12:17.000 --> 01:12:18.000

Morning.

01:12:18.000 --> 01:12:27.000

Good morning. Good morning, Sharon, members of the committee. My name is PUnjinda and I work with unite oregon.

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We serve as the convener of the TB Highway Coalition, Equity Coalition.

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And for the past three years, I have supported his work in an administrative role.

01:12:38.000 --> 01:12:46.000

I'm also a regular transit writer who depends on the Tualatin Valley Highway corridor to get where I need to go.

01:12:46.000 --> 01:13:02.000

The TBA Highway Transit and Safety Project is one of five candidate projects Being considered for regional flexible funding TriMet has requested 30 million for the project and the current allocation proposal is for 28 million.

01:13:02.000 --> 01:13:15.000

This investment would improve transit access and safety, enhance the rider experience, and help make service faster and more reliable, something our communities truly need.

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I want to acknowledge that a project of this scale is complex, but over these past few years.

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I have witnessed a strong commitment from everyone involved, metro staff.

01:13:28.000 --> 01:13:43.000

Trimet, CAUTI teams, elected leaders, community-based organizations, and especially community members who've all come to the table with the shared goal of making these corridors safer and more accessible.

01:13:43.000 --> 01:14:04.000

So this is not just about infrastructure. It's about supporting the people who rely on this corridor every day. Immigrants, essential workers, low income families, and so many others So thank you so much for your time and for the continued leadership in supporting this work.

01:14:04.000 --> 01:14:06.000

Thank you.

01:14:06.000 --> 01:14:27.000

Next, we have Maria. Maria Rodriguez Kwamazi.

01:14:27.000 --> 01:14:48.000

Iciones de infrextructura. Muchas personas y nuestra comorida especialment integrationos ingresos y personas mayores.

01:14:48.000 --> 01:15:04.000

Dependent, they'll transport the publicual largo de esta cartera este proyecto no solo mejor a la accesual transitos y no temiles seguridad experiencia de los suario el a confiabilidad del servicio. Cetra de tener hacer a seguras.

01:15:04.000 --> 01:15:17.000

Todo nosotros. La propuesta segula.

01:15:17.000 --> 01:15:26.000

Universión completa para que este trabajo tengan mayor impacto posible pi verdoamente reflex necesidades de nuestras comunidades.

01:15:26.000 --> 01:15:40.000

Gracias por suit considerar este inversión tan importante paler bien estar queen es vivimos y transitamos por esta reggión.

01:15:40.000 --> 01:15:46.000

Okay, Maria Dolores Torres, I believe, is our last one. Please raise your hands if I have missed you.

01:15:46.000 --> 01:15:49.000

Go ahead, Maria.

01:15:49.000 --> 01:16:06.000

Buenos dias presidente gonzales y miembros del comiten. Pollo en que nos brinden el pre supuesto completo para las mejoras a nuestro tibijawei.

01:16:06.000 --> 01:16:15.000

Que abarca el condado de Washington. Esto nosaría mayor seguridad en inclusividad para todos.

01:16:15.000 --> 01:16:29.000

Redución de congregion y mejora del fujo vehicular. Superficiabial.

01:16:29.000 --> 01:16:37.000

Expansion de haceras mejor seña alamiento. Y connectividad de rutas desarroll urbanos tenible.

01:16:37.000 --> 01:16:43.000

Estos mejores son fundamentales para construir una comunidad más segura accessible resiliente.

01:16:43.000 --> 01:16:49.000

Gracias por su tiempo y prosidar esta solicitud I put this on English on the chat.

01:16:49.000 --> 01:16:50.000

Thank you.

01:16:50.000 --> 01:16:53.000

Gracias maniadolores.

01:16:53.000 --> 01:16:57.000

Mr. Chair, we have no one else signed up to testify.

01:16:57.000 --> 01:17:03.000

Thanks. I did see Christina Delgado had raised their hand and then they were here, but maybe they left.

01:17:03.000 --> 01:17:09.000

Ask them in both the panelists and attendees column. I'm not sure.

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But I don't see them. If you're here Please do raise your hand.

01:17:10.000 --> 01:17:14.000

Okay.

01:17:14.000 --> 01:17:19.000

Or if you're in the panelists, go ahead and speak up.

01:17:19.000 --> 01:17:20.000

It's okay. Okay, great. Thank you.

01:17:20.000 --> 01:17:23.000

I don't think they're here.

01:17:23.000 --> 01:17:33.000

Seeing no further testimony, I will close this public hearing. Thank you to all that made the time this morning to share your thoughts with JPACT.

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We sincerely appreciate that. You weighing in on these projects that can have such a big impact on our region and our communities and our neighborhoods. So it's sincerely appreciated.

01:17:46.000 --> 01:17:53.000

You have until the end of the month. To provide more input if you did not have the ability to testify today.

01:17:53.000 --> 01:18:02.000

And the agenda packet and a quick Google search We'll show you how you can give us more feedback.

01:18:02.000 --> 01:18:13.000

We're going to move on to our agenda. Because we had our public hearing and we had a long list of people waiting to engage with us.

01:18:13.000 --> 01:18:24.000

I want to bring back the the UPWP element, TED I think that you have something to share about that.

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Yes, thank you, Chair. So yeah, so we've pulled the UPWP item off consent agenda. So I wanted to just do a brief explanation of the UPWP and then have a community discussion before requesting action today.

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I think many of you are familiar with the UPWP is for the Unified Planning Work Program.

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What this document is, is description of our transportation planning activities across the region And it's purpose, it's federally required and its purpose is to be able to describe all the planning activities for the upcoming year.

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And make sure that we are coordinating across those activities as best as possible for efficiency and good communication and good planning.

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It is something that we need to submit to the Federal Highway Administration and Federal Transit Administration for their review and approval.

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We have been requested by them to submit that document earlier this year to give them time, a little additional time Given the staff cutbacks that they are facing in their offices and the potential additional review time.

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That may be. Required from the new administration and the new planning directives coming out of the new administration. So we're trying to comply with that request and get this document submitted to them.

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So it has been submitted for your approval today. Again, it is not a budget document. It does not allocate any new funds. It is really just a planning coordination document.

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So with that, maybe I'll just open it up to committee questions and discussion, and then we can Move on.

01:20:16.000 --> 01:20:20.000

Thanks, Paul. Thanks, Ted. Sorry. Commissioner Savas.

01:20:20.000 --> 01:20:38.000

Yeah, well, Ted, I appreciate your explanation. It does not change actually the issue before us. And even when it came back before this exact matter. It was basically shelved So I don't know how many years has gone by.

01:20:38.000 --> 01:20:51.000

Where this particular issue about transit representation has been I delayed, kicked, not really addressed. And I really believe, and I will go back to the minutes.

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If I need to, I don't think I have to. I think a number of us recall that this would come back for discussion, for resolution.

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And I don't set the agenda and I'm not being critical of the chair here.

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But if that was missed, then that's not That does not change the issue. The issue is really important for, you know, if you just listen to the public testimony, it's very clear that transit is a big component For a number of reasons, whether it's safety, it's climate, it's our goals as an MPO. And that to me is the relevant piece.

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So I respectfully request that we honor what we committed to do and follow through.

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Yeah, so again, I think I I think I tried to explain this earlier, Commissioner. I'll try it one more time.

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That issue was raised during the certification of the Metropolitan Planning Organization process.

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Which is a separate process from the look and review of the annual Unified Planning Work Program. So it has always been our intent as staff. We said that we would commit to bringing the issue back.

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When we reported back on the federal certification process. As I mentioned, we did just receive the report, the federal certification report on Friday last.

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And since receiving that, we have been in internal discussions about how to fit that report back into the JPAC report or JPAC work program.

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Since we now have that report in hand. And it is our intent to bring that issue up.

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When we report back on the certification process, which again is not the same thing as the unified planning work program.

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Ted, what is the the urgency for needing to approve the plan today. What happens if we're not able to approve the plan?

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Yeah, so the approval of the plan that we submit to USDOT or to Federal Highway Administration and Federal Transit Administration is that they must then review it and approve it before we are then eligible to receive our planning funds, transportation planning funds back to the region.

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And they, as I mentioned, requested a little more time this year for that approval process. If they don't approve it in time, then we can't enter into an agreement with Oregon Department of Transportation.

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And Federal Highway Administration to receive our transportation planning funds. And so we typically wrap that up and get approval of that IgA before the start of the fiscal year, which begins July 1st.

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And so if we delay and don't give them enough time to review and approve it.

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We could have a delay in actually having our transportation planning funds available to us.

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For the next fiscal year's work program.

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Thanks, Ted. So I think, Commissioner i think there's Do you recall the conversation that we had about having this conversation um what I'm hearing from staff is that we are having that conversation. That conversation will be had as a part of this

01:24:04.000 --> 01:24:21.000

Certification report and certification report part of our broader work plan and also part of how we are actively governing, I think, through this RAFA process as well. I think that's a an example of those lessons learned.

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And I think trying to think use the UPWP as a vehicle for that conversation i think there might be a misconnection, I think is what I'm seeing and so I would... hearing from the staff and the importance to have that plan approved, but also having a conversation that we will have

01:24:43.000 --> 01:24:46.000

I think that we can treat them as two separate items.

01:24:46.000 --> 01:25:00.000

But recognizing the importance to improve this. And get it to federal highways. But anyway, do you see you have your hand up and they would like to see if we could get this moving because we do have two more items.

01:25:00.000 --> 01:25:12.000

Well, Chair, respectfully, I just want to just bring us all back to And I don't have the exact dates, but I can easily provide that. But if you recall.

01:25:12.000 --> 01:25:30.000

When you sent, Chair, when you sent out that email to everyone with your issue that we should go through JPACT, before we signal anything or send a message to The UPWP, the FHWA, all the agencies involved here. On a matter like this.

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Basically, we were criticized for doing what a email from jpac staff weeks prior said an invitation to send in directly to UPWP to the fhwa That's submission so we followed Staff's advice and sent that that communication to them.

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Later, you send an email critical of us for doing that now And then we agreed to bring this back.

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Now we're told we're not going to bring it back. We're just going to submit it and approve it. So I'm sorry but there's a procedural issue here and we're not being consistent with what the messages from JPAC or Metro. I don't know which staffer

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Who's representing JPAC and who's representing Metro here, but I'm getting conflicting messages here.

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Commissioner, the matter that we discussed a few months ago was related to the MPO certification process.

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Not the UPWP. So those are different things. And what I'm trying to land and connect here. And I understand and i understand the process that we talked about and that we are going to see through at jpac here i see them as two separate things.

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The MPO certification process, as Ted has shared We are talking about it. It is coming to us.

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I'm sharing it, staff is sharing it. But the UPWP is not the MPO certification conversation that we talked about, which is also the nexus for for representation and how we make decisions around that.

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So I hope that you can get there with me right now on that.

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Chair, as I read the agenda there, exhibit b It says Metro 2025 self-certification for UPWP legislation i mean I, you know, I I'm struggling here.

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Okay. Councillor Lewis.

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Sure, thank you. I do believe that the connection here is that in order to have a UPWP And a body must be recognized.

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We are recognized now as an MPO thanks to the letter that came last week. Would this conversation be any different if we hadn't received that letter last week?

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That's... probably not the case because we would be going off of our previous recognition of status. So I think it is appropriate to move forward with UPWP But I do think that Commissioner Savas is bringing up that there is no scheduled

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Process for JPAC membership evaluation. So that's something that I commit to bringing forward to our agenda setting meetings and work with you, Chair, to make sure that I'm helping bridge the gap of that expectation because I think it will be a larger conversation.

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The question I have is UPWP was talked about at TPAC, and I'm curious if we could get a little bit more texture about TPAC did this connection to status come up at TPAC?

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And also I see Mayor McInery Ogle has a line item in the chat.

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So questioning if that edit had come up before and was dropped or if this is a new edit.

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I'm curious just how deep TPAC got into this discussion.

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Yeah, so... Oh, sorry, you want me to respond?

01:29:10.000 --> 01:29:14.000

Thanks, Councillor. Please go ahead, Tabia.

01:29:14.000 --> 01:29:32.000

Yeah, so some great points by counselor lewis um TPAC did recommend the UPWP as proposed, and it does include references to our coordination with the Southwest Regional Transportation Council.

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So it is relevant to the comments that Mayor McIner has put into chat, and I can get to those in just a moment.

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And it is, but as it is TPAC took this issue up.

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The UPWP, we had not received our certification yet. We don't know when the exact dates when we're going to get the certification.

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Back from USDOT, which is why we wait to actually schedule the follow-up conversation until we know we have it in hand and then we schedule up that conversation and report back on that.

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And the issues raised in that certification process. There is in the UPWP a section that talks about how we have responded to previous certification reports.

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In terms of how the planning work program has followed up on the recommendations in those reports.

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But this year's UPWP has not had the opportunity to respond yet to the new one, to the new certification, which is why there's no discussion in there at this point.

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So TPAC, again, approved recommendation of this document as is. Reporting back on our future planning activities, but also on the prior certification.

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But it is the normal process for us to when we get a new certification is to review that, review it with TPAC and jpac and address the issues brought up in it.

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And one of those issues will be this issue brought up by Clackamas County and Clackamount County agencies on transit representation. And so that will be scheduled that discussion will be scheduled as we report back this summer.

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Just one more item is that if we don't get approval of the UPWP, These are transportation planning funds not only for Metro, but for any agency that's receiving federal transportation funds in the region. So it would restrict our ability to actually get that

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Reporting back done and have those future conversations if we don't approve this year's UPWP.

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Thanks, Ted. So the I understand we've had a conversation on this.

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What I see is a very important need for us to approve the UPWP We're going to schedule a continued conversation certification, which is part of the plan And including the elements that Commissioner Savas has brought up and that also JPAC talked about, I believe, in December, if I remember correctly, or January.

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I do see hands up, Commissioner Savas and then Mayor Delane. And then I will ask for a motion.

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For us to approve the item that was pulled from consent. So Commissioner Savas.

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Yeah, I just want to point out that the recording of this meeting back then will show that staff And the chair made an obligation to bring this back this time this particular time of the year.

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You know, April, May. And here we are, and it had not come back.

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So the timing, now we're in conflict again. So the timing is not consistent with what we were told when this item was I'm committed to bringing back. So there's a lot of inconsistency here. I will be voting no.

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And I will take every step I can to elevate this.

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Thank you.

01:33:14.000 --> 01:33:18.000

Okay, thanks, Commissioner. Mayor Delane.

01:33:18.000 --> 01:33:43.000

Maybe you can share Commissioner Lewis mentioned the letter. Has there been some change in our status or question of our status of how our MPO is configured the necessity of the basically the jackpack Metro Council to come into concurrence for agreements on such items as the MPO?

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Thanks for the question, Mayor. Going to look to Tad for this.

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I'm sorry, Mayor, could you repeat the question one more time?

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Commissioner Lewis mentioned the letter. Has there been some change in our status My understanding is to form the MPO agreement, we have to have JPAC agree and Metro agree concurrently, right? It's kind of like a house and senate kind of thing. Is our status somehow changed on that? Is there something from this letter? I'm not aware of the letter, so I'm trying to understand if our

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Our duality relationship has changed. So can you expand on that at all?

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Yeah. Sure.

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So yes, the recommendation letter that did come in certifying our MPO process.

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And... And again, like I said, we received that on Friday. We're still digesting all of the recommendations and corrective actions that are included in it. And we'll be reporting back to you on those.

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But it has not fundamentally changed our MPO process or our JPAC Metro Council relationship in terms of that decision making.

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Okay, so we can proceed. Previously, it sounds like there's some It's spicy when you bring up the words corrective actions. So hopefully we can be brought into the loop as the JPAC reps to help understand this. Thank you.

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Yes.

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Yep. And that is our intent, yes.

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Yeah, of course. Thanks, Mayor. And I understand that there's there's this energy for this conversation around representation.

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Which I recall that conversation i don't i don't feel like I am in contradicting myself from what I've said in the past and if i am I would like to know that.

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But I do see the UPWP and this broader conversation around representation and the MPO certification process.

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As a much longer arc of a discussion that we're having.

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At JPACT. Using the UPWP per se in this kind of technical approval does not feel like the right area for me to to necessarily hold that up. And so I am hearing direction from my staff that this is important to approve today.

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And so I would entertain a motion from JPAC. And hope that we can get it moving forward on approval.

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And with a sequence of conversations following up to address the items that Commissioner Savas has raised on behalf of of his constituents.

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So I would entertain a motion. For resolution number 25 5466 for the purpose of adopting The fiscal year 2526 unified planning work plan and certifying that the metro area is in compliance with the federal transportation planning requirements.

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Stovemove, Stovall.

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Second, something.

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Thanks, Mayor. Thank you. Moved by Mayor Stovall and seconded by Councillor Simpson.

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Michelle, do we need to call roll here?

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Yes, that would be best. Thanks.

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Okay, great. I'm going to ask Ramona or Georgia to please call roll.

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I'll be happy to do that. Commissioner Singleton, are you still with us?

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Okay. I?

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I am I.

01:37:08.000 --> 01:37:09.000

Commissioner Fai. Commissioner Savas.

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Yes.

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No.

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Is Commissioner angelina marina with us still I think we've lost her.

01:37:24.000 --> 01:37:26.000

I'm sorry. Hi.

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Right. Mayor Stovall. Mayor DeLean.

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Thanks, Council.

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Bye.

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Mayor Bott. Ryan Winsheimer.

01:37:34.000 --> 01:37:35.000

Bye.

01:37:35.000 --> 01:37:43.000

Hi.

01:37:43.000 --> 01:37:44.000

Might have lost Ryan.

01:37:44.000 --> 01:37:47.000

Sam Basu.

01:37:47.000 --> 01:37:49.000

I...

01:37:49.000 --> 01:37:56.000

Emerald Abogue. Ali M Ezra. Oh, he's not here. Ali's not here, is he?

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Okay. Okay, yes. Thank you. I thought you'd dropped off.

01:37:57.000 --> 01:38:01.000

Amy.

01:38:01.000 --> 01:38:04.000

Councillor Lewis. Councillor Simpson.

01:38:04.000 --> 01:38:07.000

Hi.

01:38:07.000 --> 01:38:08.000

Hi.

01:38:08.000 --> 01:38:14.000

Levin Ruck.

01:38:14.000 --> 01:38:20.000

Devin, are you still with us? I see that in there.

01:38:20.000 --> 01:38:22.000

Okay. Mayor McInerney Ogle. Scott Patterson.

01:38:22.000 --> 01:38:28.000

Hi.

01:38:28.000 --> 01:38:29.000

Aye.

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Right. I believe that's everyone. And it passes.

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Thanks, Ramona. And thanks, everyone, for the conversation. Regionalism is something that we need to work on every single day and Those are the values that we commit to by showing up to jpac then That means that having hard conversations is an important part of that.

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And so I appreciate that. Commissioner Savas for continuing to voice what's important to you. And I think that we share that same level of interest in addressing those those items and for everyone for leaning into discussion.

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We will now move on to our Next item, which is federal surface transportation bill reauthorization Which will cover some of the initial regional priorities Betsy Emery is going to make a presentation Betsy was supposed to start around 835 and so

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It's likely that this conversation will be shortened. And we also had a TV highway lpa update which I think is probably being bumped as well, but it depends as to how this conversation goes. So anyway.

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Thank you, everyone. Yeah, I'll try to cut this down a bit in terms of my talking points. So we might just flow through a couple of slides.

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Georgia, I think, has the slide deck. It might be up. Oh, it is up already. I just have too many screens. Okay.

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Let's get started. So good morning, JPAC members. I'm Betsy Emery, Metro's Federal Affairs Advisor. I'm here today to present a draft set of regional priorities for the Federal Surface Transportation Reauthorization bill There's been some unexpected movement on this topic on the Hill, and that's really causing us to move much more quickly in creating these priorities. The House Transportation Committee opened their portal

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For organizations to submit proposals for their consideration for this bill.

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And they're working on a really fast timeline. The deadline that they've announced is April 30th.

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So that's really causing us to shift the original timeline that we had presented up quite a bit.

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And so to accommodate this accelerated timeline, I've worked closely with staff from the many different jurisdictions that are represented at this table.

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To co-create a draft set of priorities that I'm going to present today.

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And so I'm looking for a robust discussion, looking forward to that so that we can make sure that JPEG's priorities are well represented in that submission.

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Next slide. The surface transportation, next slide.

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Okay, here we are. The Service Transportation Reauthorization bill is the legislation that renews the Federal Surface Transportation Programs.

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This legislation sets all policies, priorities, and funding levels for all USDOT programs for multiple years.

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It extends, removes, or creates the vast majority of our federal transport programs directs how the money will be divided up and regulates how agencies are allowed to spend it.

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The reauthorization typically occurs every four to six years. The current bill, which is the bipartisan infrastructure law, expires in September 2026.

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And given the very large scope of the bill, short-term extensions are very common. Many experts are anticipating that this reauthorization will be delayed as well.

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And that's because the bipartisan infrastructure law expires basically right before a high stakes midterm election.

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Even though it might be delayed, I think it's really important that we prepare a set of priorities because hearings are underway and the portal is already opened.

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And this is going to be a year-long process. So we should start to get things on paper. So we have guidance in terms of how we talk to our congressionals.

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Next slide. The surface transportation bill is directly negotiated in two committees, and we are lucky to have Oregon representation on both.

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The House Transportation Committee, which Rep Hoyle serves on, has broad oversight over a majority of the bill.

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The Senate Environment and Public Works Committee, which Senator Merkley serves on, has authority over the highway components.

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Oregon and our region have benefited from having long tenured leadership.

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On both of on the House Transportation Committee, especially, having Rep DeFazio as chair coupled with Rep Blumenauer's dedication to transit gave Oregon a very powerful voice in the bipartisan infrastructure law. And while Oregon continues to have good committee representation, those retirements mean that we're no longer represented in committee leadership.

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Next slide. The transportation bill tends to be very large, so negotiations take time. With Republicans holding majorities in Congress and the White House.

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The bill is likely, it will largely reflect those policy priorities.

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There is an overall sense that top line funding levels will decrease.

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We are anticipating possible reductions in discretionary grant programs, especially those that focus on climate.

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Conversations on the Hill are already underway. The House and Senate committees have begun holding hearings on this topic and a few themes are starting to emerge.

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First, there's alignment that the next bill needs to emphasize safety and reliability.

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In the transportation network. Members of Congress on both sides have a lot of frustration about how long it has taken to get bipartisan infrastructure law dollars out the door.

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There's consensus that the rollout has been too slow and inflation has eroded its historic purchasing power.

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And so both sides want to find ways to get money to the projects faster.

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The bipartisan infrastructure law more than doubled the number of discretionary grant programs at USDOT, which some consider as one of the reasons for the slow funding rollout. And so some members are considering either removing or consolidating USDOT programs.

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So that the funding is more streamlined. Some members are interested in redirecting transit and active transportation funding back to traditional road and bridge infrastructure.

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Some are calling to redirect. Some grant funding programs back to state formula programs.

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And adjusting those formulas to account for inflation. There are also conversations about giving states more flexibility in administering their federal formula funding.

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There's also a lot of interest among the majority party to reform permitting regulations and processes.

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Especially those that are related to NEPA. And of course, they have to find a way to pay for the reauthorization. And those conversations often center around the insolvency of the Highway Trust Fund.

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Similar to the state, the federal gas tax, which hasn't been increased since the 90s.

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Does not generate enough revenue to fund the transportation bill. Next slide.

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I'm going to skip this actually to save some time. Next slide.

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So JPAC's draft priorities are um informed by all this federal context, the priorities that were adopted for the state transportation package.

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And the goals that were identified in the regional transportation plan, as well as staff conversations.

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These draft priorities are very high level because JPACT has a different level of influence in the federal arena than at the state.

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And instead of identifying specific tweaks and providing bill text. These priorities focus on stating our position on the bigger policy positions that are up for negotiation.

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First, as I mentioned, the administration is very focused on reducing overall government spending, so it is unlikely that the bipartisan infrastructure law will be renewed in its entirety or at its historic funding level. This draft priority emphasizes the importance of maintaining level funding for key discretionary and formula programs.

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There is a special call out to maintain BIL funding for the capital investment grant program. And this is because there are multiple high priority regionally significant projects that are in the pipeline for that program right now.

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Along those lines, another draft is to call on Congress to continue the practice of making advanced appropriations for the entire bill window. This provides certainty about the future funding amounts.

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And application windows for discretionary programs, something that's really important when preparing financing stacks for large scale programs.

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Or projects, rather. Another draft priority is supporting innovative transportation funding mechanisms that ensure long-term solvency of the Highway Trust Fund.

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Chair Graves is considering implementing a $150 year annual fee on EVs as an example of trying to bolster that fund.

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And he's a Republican. Another key priority is to emphasize safety for all users in all funding and policy provisions of the bill.

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This includes advancing existing complete streets and Vision Zero policies and reappropriating funding for programs like the Safe Streets and Roads for All program.

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It also feels important to identify some examples of small scale high impact projects that could be deployed more easily if federal permitting requirements were streamlined.

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Relatively straightforward projects like installing curb ramps, sheltered bus stops, and traffic signals should not take months or even years to complete the various hurdles before they can be implemented.

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Given conversations about redirecting transportation funding to traditional infrastructure, it feels important to emphasize JPAC's support for integrated multimodal systems that are well coordinated and connected.

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This includes transportation options at all scales, including microtransit all the way up to high capacity transit.

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This also includes support for technologies that enhance the reliability and interconnectedness of the system.

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Lastly, given the budget shortfalls that many agencies are experiencing, there is a draft priority to increase the flexibility so some federal funding programs can more easily be used on large scale maintenance projects.

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Next slide. As I mentioned at the beginning of this presentation, the House Transportation Committee's application window is causing us to fast track this process.

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Staff is trying to ensure that JPAC can participate in the negotiations about this bill And is recommending that we submit draft priorities into their portal to give us a foot in the door.

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I know that we don't normally do it this way and that you prefer to submit priorities to external partners only when they've been vetted and agreed upon by JPAC.

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But based on the unexpected and expedited timeline, staff thinks the best way to thread the needle of running good process and reflecting shared priorities is to incorporate your feedback and discussion into an updated version of these priorities and submit that to the committee.

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While this doesn't constitute an official sign-off from GAPACT, which I'll be coming back in May for.

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It will ensure that our submission to the committee reflects JPAC's interests, and we will be clear in that submission that these are draft.

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I'll go to the next slide. Actually. So with that, I really look forward to hearing your thoughts about these priorities. I know we're very very little time to do that, but I do look forward to hearing that. And so I will open it up for discussion.

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Thank you.

01:50:22.000 --> 01:50:23.000

Thank you.

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Thank you, Betsy. Record time presentation. Folks, if you have any comments or feedback on this or the questions on the screen, it'd be great if we could keep those on to help guide conversation.

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Absolutely welcome it.

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Mayor Delane.

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I feel like I'd be remiss if I didn't chime in my usual comment. Lump sum, large lump sum.

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Allotments against allotments those were economically challenged makes it even more difficult for them to consider moving to hybrids or EVs.

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So I think that would be my challenge, right? If you're talking to even $150 I mean, we're talking about the registration right now is almost untenable at the level it is at our state level.

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And to think about paying more federal level It's just, so we got to think about how that can be doled out in small bites.

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Instead of a lump sum request. That would be my quick and short feedback and quick feedback on ways that they're actually going to discourage people moving to hybrids or EVs.

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Thanks, Mayor. Betsy, I'm going to just get all of the comments and then you can respond and kind of the package format here. Commissioner Fai.

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Thank you, Chair Gonzalez. Betsy, great job. Great presentation. I think you did a really Good job of presenting complex topic in a succinct way.

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Thank you.

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My comment, it's sort of a bit of a question as well, but you can take back.

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It's to see if you're working with Brian Worley with the Association of Oregon Counties as well.

01:52:14.000 --> 01:52:21.000

To sort of get what he's hearing from counties throughout Oregon.

01:52:21.000 --> 01:52:31.000

So that you could just tell her to our federal sort of a complete story, not just our region But this is also shared.

01:52:31.000 --> 01:52:55.000

Stress and shared considerations for when it comes to the reauthorization service bill. And I mentioned Brian's name because him and I attended a NACO conference as one of the vice chairs on the transportation committee him and I co-led a sort of a subgroup

01:52:55.000 --> 01:53:07.000

To actually talk about this particular topic with many people throughout the nation and He heard a lot of great feedback. I did see a lot of the what we've heard presented here.

01:53:07.000 --> 01:53:17.000

And we'll continue to share with the county staff if there are more missing but connect with him since this is a federal bill.

01:53:17.000 --> 01:53:29.000

So that we have a complete Oregon story. That sort of helps our story as well.

01:53:29.000 --> 01:53:33.000

Thanks, Commissioner Sam.

01:53:33.000 --> 01:53:39.000

Thanks, Betsy. Great, great presentation. I really think that the framing of this document makes sense.

01:53:39.000 --> 01:53:47.000

And I appreciate the call out on the CIG program And it's funding level as well.

01:53:47.000 --> 01:53:57.000

The transit formula funded increases in the ija It's had a huge impact for transit, especially TriMet.

01:53:57.000 --> 01:54:03.000

And we want to continue to help tell that story on how this funding has been critical for our region.

01:54:03.000 --> 01:54:13.000

I also think that the section on streamlining and efficiency improvements makes sense to include when our projects receive federal funding.

01:54:13.000 --> 01:54:26.000

That funding brings new requirements and we're working through ideas. Of ways to really improve the process and to really speed up the federal project delivery.

01:54:26.000 --> 01:54:31.000

Thank you. Great, great presentation here.

01:54:31.000 --> 01:54:34.000

Thanks, Sam. Commissioner Savas.

01:54:34.000 --> 01:54:56.000

Yeah, Chair, considering the circumstance how this meeting is flowed today, I'm going to reserve my comment for today um and ask that maybe we either ask bring this back or at least be able to submit comment in writing I have a few concerns.

01:54:56.000 --> 01:55:03.000

However, I don't think we have the time actually to actually vet this in a responsible way today.

01:55:03.000 --> 01:55:13.000

Okay. Thanks, Commissioner. I'll make sure that we um that our staff gives a clear timeline of what is doable here.

01:55:13.000 --> 01:55:15.000

Ali?

01:55:15.000 --> 01:55:36.000

Yeah, thanks. It is hard to um formulate this strategy here that's such a short order but i appreciate the high level um points that you raise here. Given the administration's priority to expand fossil fuel energy infrastructure, I think that's kind of a theme

01:55:36.000 --> 01:55:50.000

It doesn't quite align with our ambitions around. Decarbonization and reducing greenhouse gas emissions here throughout transportation So I think, you know.

01:55:50.000 --> 01:55:55.000

Is there the opportunity to How?

01:55:55.000 --> 01:56:17.000

To ask for flexibility. I think leaning into the funding that's made available be not earmarked and be flexible and allow the local allow the state to decide how to invest where it's needed. I think probably that's the theme that you were aiming to. And I think that's probably your smart move.

01:56:17.000 --> 01:56:20.000

Thank you.

01:56:20.000 --> 01:56:26.000

Thanks, Holly. Okay, Betsy, if you could try and address all we've heard.

01:56:26.000 --> 01:56:34.000

Yeah, absolutely. I think these are all really good feedback, like good comments, and I appreciate that.

01:56:34.000 --> 01:56:48.000

Commissioner Savas, I'm happy to connect with you and your staff, either Trent or Jamie. Both of them have been involved in the creation of this document, but I'm happy to sit down and have a more detailed conversation with you about your concerns.

01:56:48.000 --> 01:56:53.000

In terms of timing, just to speak a little bit to that quickly.

01:56:53.000 --> 01:57:13.000

So we have this meeting today. April 30th is when the House Transportation Committee portal closes. And that is really how you get your foot in the door for negotiation. We can always go back and provide an updated list to them or the confirmed list once we have it finalized and adopted.

01:57:13.000 --> 01:57:21.000

But it's really important to at least get our name in there so we have something to reference back to once we're trying to create an amended version with the committee.

01:57:21.000 --> 01:57:29.000

And so that committee portal closes April 30th, May 22nd, next JPACT, I will be back.

01:57:29.000 --> 01:57:41.000

With a more refined version for adoption. And then that can really guide our outreach over the summer and the preparation of our agenda and talking points for the JPAC trip.

01:57:41.000 --> 01:58:01.000

Recognizing the world is changing very quickly in the space of federal funding. And so we may need to revisit this again over the summer before we go for JPEACT. And so right now it's very much an initial priorities that I'm trying to map out for the committee and then recognizing that there is time left in the process.

01:58:01.000 --> 01:58:08.000

Of the bill writing and the negotiations in which we can still weigh in.

01:58:08.000 --> 01:58:17.000

Thank you, Betsy, for sharing the timeline and um And how we can make sure that we get our priorities in there.

01:58:17.000 --> 01:58:33.000

All right, folks. I know that we did a lot in this meeting here today, and we are going to have to bump the TV highway locally preferred alternative update to our our main meeting.

01:58:33.000 --> 01:58:42.000

I don't see any further comments, but If anyone is still here that provided testimony, we appreciate that.

01:58:42.000 --> 01:59:04.000

The regional flexible fund is one of the major investment opportunities that we get to enact as JPAC. And so I'm really excited about that process and how it's going and that there's so much community feedback and support into five great projects in the step 1a

01:59:04.000 --> 01:59:29.000

And then many other projects in the step two process. And also there is also there is a very clear need for JPAC to continue to have conversation around this certification question that has been underlying uh for a few months. And so I will make sure Councillor Lewis has also expressed

01:59:29.000 --> 01:59:48.000

That we will schedule these. And our plan was always to ensure that the certification process was a part of that and so I will now move to a journal meeting. Our next meeting will be in person on May 15th. And again, thank you all for

01:59:48.000 --> 01:59:57.000

Your engagement. Have a great day.

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin
Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of $28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of $30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Washington County

Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

Dear JPACT members,

CPO 7 represents Washington County communities including Bethany, Rock Creek, Oak Hills and neighborhoods south to Baseline Road. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Our CPO community is divided by Highway 26. The only Highway 26 crossings available to us are the incredibly busy and bike and pedestrian unfriendly freeway exits on Murray Blvd, Cornell Road/Bethany Blvd, NW 185th Avenue, and Cornelius Pass Road. These crossings are more than a mile apart, and they are unsafe for all but the bravest pedestrians and bicyclists.

Construction of the Regional Westside Trail crossing at Highway 26 would provide an extension of the Westside Trail, significantly increasing accessibility and use of this regional trail. The Highway 26 crossing would also provide pedestrians and cyclists a safe way to cross Highway 26 mid-point between Cornell Road and Murray Blvd. This crossing would provide pedestrians and cyclists improved access to schools, recreation and shopping and would also encourage walking and biking to work at businesses located on NW Science Park Drive, in the Greenbrier Industrial Park, and on the Nike World Campus.

This important trail link would encourage and support historically marginalized communities as well as those just seeking to minimize their carbon footprint by walking or biking to work, school, recreation or shopping.

Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: _5_ Aye _0_ Nay _0_ Abstain

Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

Box 173, 4804 Bethany Blvd, Suite I-2

Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for the SMART SW 185th Avenue ITS and Better Bus Project

Dear JPACT members,

CPO 7 represents the Washington County communities straddling 185th Avenue from W. Baseline Road on the south and the Multnomah/Washington County line on the north. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Since the opening of the MAX Red line to Hillsboro, the increase in the number of MAX trains per hour has created significant traffic congestion on adjacent roads causing unacceptable delays for all modes of transportation. Not only is the MAX crossing at SW 185th an issue, but the nearby W. Baseline Road and NW 185th intersection, the Willow Creek MAX station, the Portland Community College Campus at Willow Creek, and the frequent bus service on 185th Avenue are all heavily impacted by traffic delays and routine congestion at these locations.

Although this project will not be the ultimate solution for resolving the delays to the traveling public, the proposed improvement will provide needed relief until funding can be found for the costly grade-separated crossing for the MAX line at SW 185th Avenue. Our CPO membership supports allocation of Regional Flexible Funding to the SMART SW 185th Avenue ITS and Better Bus Project.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

April 20, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Cassie Davis
(local small business owner and DBE certified)

April 16, 2025

Support for Trails Projects in RFFA for 2028-30

Dear Chair Gonzalez and Members of the Committee,

We are writing today to share our support for the trails projects competing for funding in the 2028-30 RFFA.

- More than 80% of Oregonians report using local trails or off-street paths, and there is broad public support for investing in trails.
- Off-street paths provide the safest alternatives to walking or riding on high-speed and high-traffic roadways. Closing the gaps in our regional trail network is critical to addressing the epidemic of traffic fatalities and serious injuries on our roadways.
- In addition to saving lives and healthcare system costs, off-street paths are extremely valuable visitor amenities and support the Metro region's outdoor recreation and tourism economy, connect Metro residents to nature, and support the economic vitality of Oregon communities.
- With Oregon's restriction on gas tax to the road right of way, RFFA is a critical source of funding for trails investments.

Thank you for your consideration and leadership,



Stephanie Noll, Director, Oregon Trails Coalition

www.oregontrailscoalition.org | 503-290-4569 | steph.noll@oregontrailscoalition.org

Washington County

Community Participation Organization #7 (CPO 7)
Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

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Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: _5_ Aye _0_ Nay _0_ Abstain

Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

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April 15, 2025

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Sincerely,

Nancy Hazelett

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

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Thank you for your consideration and leadership.

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:
1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am and architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus)*

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate
6169 NE Milton Street
Portland, OR 97213

April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of $28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of $30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

Georgia Langer

From: kmshanley@comcast.net
Sent: Friday, April 11, 2025 1:59 PM
To: Legislative Coordinator
Cc: Megan Neill; district1@multco.us; mult.chair@multco.us
Subject: [External sender]EQRB: Burnside Bridge Replacement Testimony
Attachments: Burnside Earthquake Ready Fixed Span Bridge 25 01 22.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Joint Policy Advisory Committee Members,

This letter of testimony is in strong support of funding the Earthquake Ready Burnside Bridge replacement project, but with two clear caveats: please INSIST that the bridge be designed as a fixed-span bridge (rather than as an operating bascule type drawbridge) and that the design INCLUDE one or two water transmission pipelines to provide Portland west of the Willamette River with its only dedicated source of water that would be available after the Cascadia earthquake.

This is vital and absolutely important public service because all the other water line crossings of the river are projected to fail during the earthquake.

A bit of background: Multnomah County hired an engineering firm to prepare a Navigation Study for the EQRB. In the end the report recommended a drawbridge type of structure, even through the engineers could not identify any river navigation that needed a span higher than the Tilikum Crossing bridge just a short distance upstream from the Burnside Bridge. The County just needs to submit an amendment to the Coast Guard bridge permit, which will need to be extended in any case, noting that matching the clearance of the Tilikum Crossing structure is all that is needed for river navigation purposes. https://www.ecfr.gov/current/title-33/chapter-I/subchapter-J/part-115

A fixed-span bridge would be far less expensive than a drawbridge, and would result in far smaller annual operating expenses for the County. In this day and age of limited infrastructure funding there is no reason to be building an un-necessary drawbridge! And suspending a pipeline right below the bridge deck would be far, far less expensive than boring a dedicated waterline tunnel under the river, as the Portland Water Bureau has earlier proposed to do.

I am attaching a one-page summary of this recommendation along with two diagrams illustrating the point.

Respectfully yours,

Kevin Shanley

Kevin Shanley, FASLA
836 S Curry St., #1700
Portland, OR 97239
541-650-2628

v.2025 January 22

Burnside Earthquake Ready Fixed Span Bridge

"It's never too late to NOT build the wrong project!"

Why is the proposed Burnside EQRB an expensive operating bascule bridge when the Tilikum Crossing Bridge, a short distance upstream, is a fixed span bridge that limits the river's vertical navigational clearances?

There is no longer any commercial or recreational need for higher navigational clearance between the Burnside and Tilikum bridges. The once-a-year visiting navy ships are the only maritime craft in this reach of the river that need higher clearances than the Tilikum Bridge provides; the taller Navy ships already moor between the Burnside and Steel bridges, with the smaller ships mooring upstream of the Burnside bridge.

A fixed span bridge would be considerably less expensive to construct and would result in substantial long-term savings in operational and maintenance costs. The cost savings would result from only having one bridge foundation in the water, from eliminating the bascule machinery and supporting structures, from eliminating the operational personnel and the maintenance of the bascule machinery. A fixed span bridge would also provide much wider navigation clearance under the bridge than the current EQRB provides.

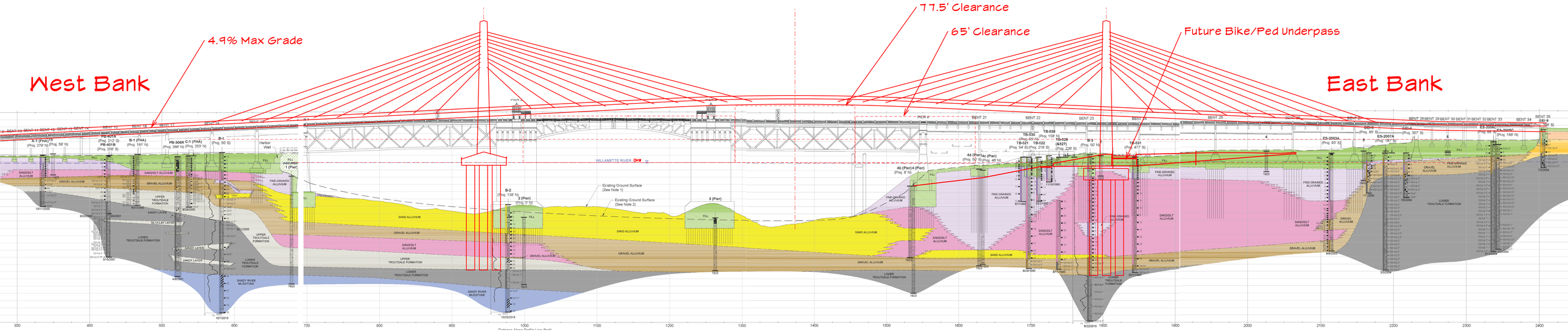
Very importantly, a fixed span would allow the bridge to carry beneath its deck earthquake resistant water lines to supply Western Portland with water after a Cascadia earthquake event. This would be much less expensive and less technically challenging than the water line currently proposed to be tunneled under the river. A pair of water lines designed into and hanging below the deck would provide for operational and safety redundancy.

The attached diagram shows a Tilikum-like bridge structure superimposed on the existing Burnside Bridge geologic cross section and shows the matching navigational clearances. A new fixed span bridge certainly need not copy the Tilikum Bridge, but there might be some aesthetic symmetry to a similar, sister-bridge, type of span, perhaps with the inverted "Y" bridge spires currently proposed in the cable-stayed portion of the bridge.

Additionally, the current EQRB fails to connect the Eastside neighborhoods to the eastside river esplanade; a simpler, less expensive bridge must, given the scale of this public investment, include this vital on-grade connection to serve the current and future residents and visitors in the Eastside communities, especially as it grows in population and density.

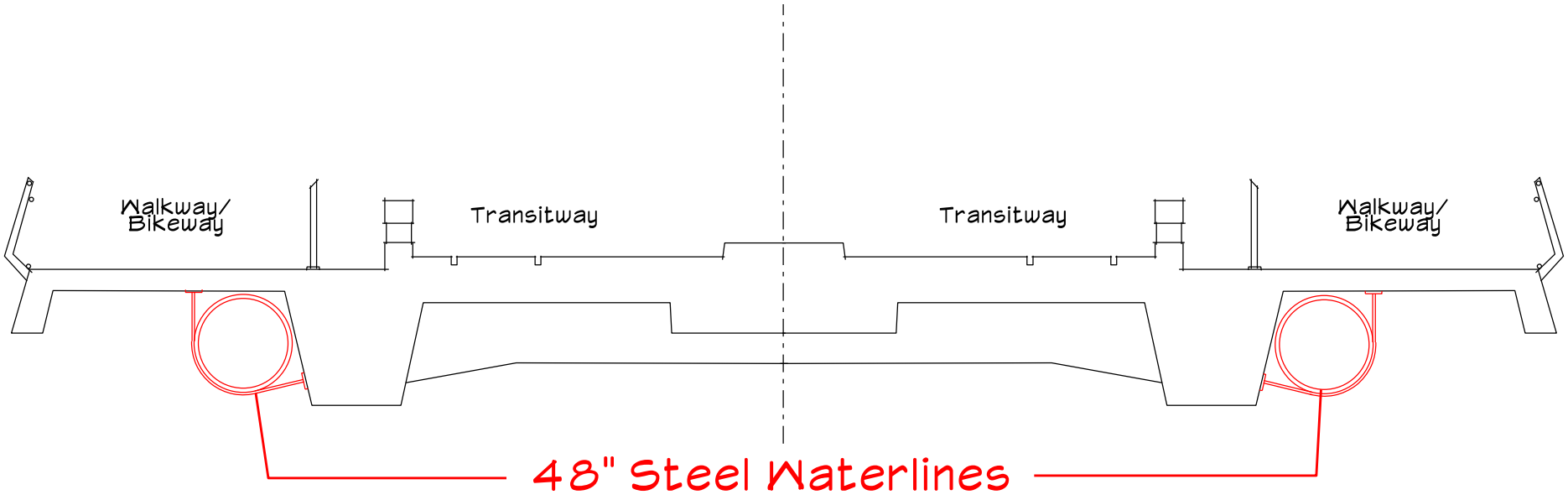
A fixed span bridge need not require the interruption of the Eastside Esplanade and its floating segments, except for the briefest periods of time, especially if the floating esplanade is fitted with a temporary construction safety roof right under the bridge.

Multnomah County has hired a first-class bridge design team including one of the premier bridge design firms in the world; let them go back and design a beautiful, affordable fixed-span bridge that meets our transportation needs, along with our earthquake-resilient water supply needs and community connectivity needs!

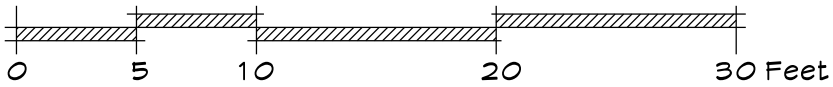


Two Tower Fixed Span Burnside EQRB Alternative

2024 December 24



Tilikum Bridge Waterline Crossing Outer Alternate



2022 December 10

Georgia Langer

From: Frank Faillace <frank.faillace@gmail.com>
Sent: Thursday, April 10, 2025 10:23 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Earthquake Ready Burnside Bridge Project
JPACT Committee Members:

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

April 10, 2025

JPACT Committee Members:

We have **five businesses along lower West Burnside**... **Dante's** on 3rd and Burnside for 25 years... **Star Theater** on 6th just off Burnside for 14 years... **Burnside Suites** on 4th and Burnside... The building at **503 West Burnside**... and the **Kit Kat Club** for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for **five years**. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. **Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.**

Sincerely,

Frank Faillace
Dante's / Star Theater / Kit Kat Club / X Lounge / Burnside Suites / 503 W Burnside Building / Rialto / Jockey Club / Jack London Revue

Georgia Langer

From: Alenna Sebben <alennamariesandy@gmail.com>
Sent: Friday, April 11, 2025 10:39 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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JPACT Committee Members:

As a resident of Portland who lives and works on opposite sides of the Willamette River, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project.

The most important thing about this project (though certainly not the only) is that a rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, allowing effective connectivity at critical times. This is essential to the City in order to have continual accessibility for immediate, emergency response, linking both sides of the river, and allowing for critical transportation during an earthquake – a major earthquake or even a moderate one where other bridges cannot be relied upon. It is critical to execute this plan, ensuring increased resilience if and when disaster strikes.

Other reasons to support this project include a multi-faceted bridge supporting multiple modes of transport that feel safe and effective and link neighborhoods, thoughtfully serving communities who will be accessing downtown or even simply need to pass through downtown in a variety of ways. Since this project will include building ADA-compliant sidewalks, better-protected pedestrian and bicycle facilities on the bridge, a retained bus-only lane, permanent bicycle/pedestrian street improvements adjacent to the bridge and preparations for a future streetcar line, this project is netting multiple safety and connectivity features for people of all types and all modes of transport.

It will also support the region's plans for high capacity transit. The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. That's a lot of riders! The Line 20 has the second-highest bus ridership in the *entire region*. In order to support our region for the future, the new and seismically-resilient bridge will be well-prepared for future bus rapid transit development (and potential streetcar expansion).

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region. And of course, a project this size will come with economic opportunity for denizens of our lovely city and surrounds - regional economic development through short and long-term job creation for the many facets of building and maintaining this infrastructure.

I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. Help fund safety, reliability, accessibility and connectivity in this critical area.

Sincerely,

Alenna Sebben

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: CHARLES ROSSMAN <cwrossman@comcast.net>
Sent: Wednesday, April 9, 2025 9:51 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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April 9, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear JPACT Committee Members,

I support supports Multnomah County's RFFA funding request for the Earthquake Ready Burnside Bridge Project, and also hope you'll add you're support. This project will create a seismically resilient, modern bridge that enhances multimodal safety, supports high bus ridership, and serves as a critical lifeline post-earthquake for community safety, response, and economic recovery.

Key benefits include:

- ADA-compliant sidewalks, improved pedestrian/bicycle facilities, and preserved bus-only lanes.
- Transit upgrades for TriMet Lines 12, 19, and 20, which carry 15% of regional bus ridership.
- Preparedness for future bus rapid transit and streetcar expansion.
- Enhanced reliability of the 19-mile Burnside St. emergency lifeline route.
- Economic development through 6,200 job years of employment, including opportunities for apprentices, women, and people of color.

We urge decision-makers to prioritize and fund the transit elements of this project to ensure safer, more reliable, and accessible transportation for generations to come.

Sincerely,
Charles Rossman

Georgia Langer

From: Jenny Dimsho <jennydimsho@gmail.com>
Sent: Tuesday, April 8, 2025 12:38 PM
To: Legislative Coordinator
Subject: [External sender]Let's make sure the Burnside Bridge is ready when we need it most.

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JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances the resilience of a critical transportation corridor. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project vital for supporting community safety, response, and economic recovery following a major earthquake.

As someone who crosses the river daily for my commute, I understand firsthand the importance of reliable transportation. Every day, I rely on the Burnside Bridge to get to and from work, and I often worry about my ability to get home safely in the event of an earthquake. If a major earthquake were to strike, I need to be able to quickly and safely access my family to ensure their well-being. An Earthquake Ready Burnside Bridge is a critical route for me, as it connects me to my family and to essential services. The thought of being unable to reach them because of a damaged or inaccessible bridge is a significant concern.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, particularly adjacent neighborhoods located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent social service providers, as well as safer, better-protected pedestrian and bicycle facilities on the bridge. The project also includes permanent bicycle/pedestrian street improvements adjacent to the bridge and prepares the bridge for future transportation developments.

This multifaceted infrastructure project addresses many urgent community needs, including the safety and resiliency of the bridge, as well as upgrades to support the region’s plans for high-capacity transit. Making the Burnside Bridge seismically resilient will improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through both short- and long-term job creation, providing over 6,200 job years of employment, including opportunities for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transportation in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package and encourage decision-makers to substantially fund the transit elements included in the project proposal. These improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Thank you,

Jennifer Dimsho

North Portland Resident (14 years)

March 20, 2025

Chair Juan Carlos González
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave, Portland, OR 97232

Re: Bond Proposal Development

Dear Chair González and members of JPACT,

Thank you for the opportunity to comment on the development of a regional transportation bond as a component of the 2028-2030 Regional Flexible Fund Allocation decision. Our comments represent a unified voice from the Clackamas County Coordinating Committee (C4), which is comprised of the County, its cities, community representatives, and special districts, including but not limited to urban and rural transit providers. On behalf of C4, we urge JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

The Sunrise Gateway Corridor is a vital economic and residential area that continues to experience rapid growth, yet remains one of the most unsafe transportation corridors in the region. Adjacent to some of the fastest growing cities in the state, the corridor is expected to support the creation of 14,000 jobs and over 17,000 new homes in coming years but lacks access to transit and basic safety features to be able to support this growth.

Over the last year, thousands of community members have collaborated with Clackamas County, TriMet, Metro, Happy Valley, and ODOT to co-create a vision for this corridor, emphasizing transit accessibility, multimodal infrastructure, and climate resilience. We ask that JPACT seize this opportunity to support that vision through strategic investment in a diverse and growing community.

For over forty years, local jurisdictions have advocated for regional investment in the Sunrise Corridor. However, substantial transit gaps, congestion, and inadequate infrastructure for pedestrians and cyclists remain in the corridor. The resulting safety concerns, frequent crashes, and transportation inefficiencies pose significant challenges to sustainable growth. Addressing these deficits will not only enhance mobility and economic development but also align with the region’s climate goals by reducing reliance on single-occupancy vehicles.

Additionally, investing in the Sunrise Gateway Corridor supports critical climate resilience measures. The area experiences extreme heat island effects due to limited tree canopy and expansive impervious surfaces. Strategic investment in green infrastructure, shade structures, and transit-supportive development will help to mitigate these environmental challenges while improving public health outcomes. Furthermore, this corridor serves as a primary evacuation route for the wildfire-prone areas of east Clackamas County. Strengthening road capacity and transit accessibility here is a matter of public safety and climate adaptation.

JPACT has made access to transit a central focus of the bond criteria. As we collectively prepare for future growth, we must ensure that investment keeps pace with the needs of our region. The bond proposal presents a unique opportunity to correct historical underinvestment and provide the infrastructure necessary to support housing production, job access, and economic mobility. Prioritizing the Sunrise Gateway Corridor in this funding package aligns with regional and state transportation goals and will significantly enhance the livability and sustainability of our communities.

Thank you for your leadership and commitment to equitable regional investment. We look forward to continuing our partnership with JPACT to support transportation improvements that benefit the entire Metro area.

Sincerely,

Paul Savas, Commissioner
Clackamas County
C4 Co-Chair

Brian Hodson, Mayor
City of Canby
C4 Co-Chair

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

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I believe the most important projects to fund are:
A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code- not cut corners.
So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.
B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside
is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.
This must be funded and construction started asap.
We have the money. Let's get going.

Dalia Renov
503. 539. 1754

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

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There will be a quake.
All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts. They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.
--M'Lou Christ
former Belmont Neighborhood resident

Georgia Langer

From: Sam Friedenberg <samfriedenberg@yahoo.com>
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting $88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a $28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenberg
Portland, Oregon

Sent from my iPhone 503 502 9402

Darren and Allison Lueking

1850 SE Sherrett St.

Portland, OR 97202

April 8, 2025

Subject: **Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project**

JPACT Committee Members:

My wife and I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. We feel that the EQRB project is a much-needed project to update the 100 year old bridge and to provide a means for the city to recover when the big earthquake occurs.

With the number of bus lines that pass over the bridge, the updating of the bridge is a necessity, not to mention all the pedestrians and bicycles as well.

Please make the funding of this project a priority both through this funding as well as supporting of the County in securing additional funding so that it can be completed.

Thank you for your consideration.

Darren and Allison Lueking

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

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I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

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I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult

April 15, 2025

Joint Policy Advisory Committee Members
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Chair and Esteemed Members of JPACT:

On behalf of the City of Tigard, I wanted to express my appreciation for the Regional Flexible Funding Allocation (RFFA) process that provides our communities opportunity to advocate for the critical connections that service our residents and businesses. The North Dakota Street (Fanno Creek) Bridge Replacement project is important to Tigard as a key multimodal connector between neighborhoods and response route for our first responders. This bridge is failing. If investment is not made to replacing this structure, it will be weight-restricting, limiting its function as an emergency response route.

The replacement bridge proposed in this location will be elevated, to minimize flooding and reduce the environmental impact, and be constructed to current seismic standards, making it more resilient to shaking. The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle. This new bridge will provide a multimodal link between residents to the regional trail system, the Fanno Creek Trail, and the Washington Square Regional Center. The City of Tigard has been prioritizing this project for years and has been successful in securing a portion of the funding needed to construct the project. However, the requested funds in this RFFA application of $8 million will allow this project to be successfully constructed to ensure that this facility is safe, open and functional for all modes well into the future.

Thank you for your consideration.

Sincerely,

Heidi Lueb

Mayor Heidi Lueb

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region’s plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities’ to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate
6169 NE Milton Street
Portland, OR 97213

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am and architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus)*

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:
1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of $25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Appendix E: Online Survey Written Comment Received

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

Appendix E: Online Survey Written Comment Received

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	1	Doesn't connect to any notable existing infrastructure, so I don't imagine this creates any new riders
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	1	Why has there been so much focus on 'Sunrise Corridor' area the last few years? The county should focus its transportation funding on existing population centers, such as cities and urbanized areas of North Clackamas County, rather than directing resources toward unincorporated areas that encourage further sprawl. Prioritizing urban infrastructure benefits more residents and supports sustainable growth. Additionally, this particular project appears to disproportionately benefit a single wealthy landowner, Terry Emmert, making other projects on the list a more deserving use of public funds.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	2	$8m for sidewalks? really. Is this the best way to spend tax payer funds. Yes its tax payer even when it comes from the Feds.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	3	Clackamas County keeps asking cities to subsidize services to urban unincorporated areas -- through the Library District as well as these transportation dollars. We should not be prioritizing spending in unincorporated areas -- they should annex or incorporate as their own city. I would ordinarily have been inclined to rate this a 1, but I do think it has some merit in that it supports the Veterans' Village and Clackamas Village transitional housing.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	3	Fill the gaps for pedestrian and bike safety and access!
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	4	There are many workers in the area who are forced to walk in the street with semis. This important connection will increase safety.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	4	This is an area that desperately needs non-motorized transportation infrastructure! I'm concerned, though, that the proposed segment is poorly connected at either end--really, the entire length of Jennifer Street from 82nd to 135th needs protected bike and pedestrian routes to serve local communities and employment centers. Hopefully this is integrated into the Sunrise Corridor planning and this proposed project is simply a segment of a contiguous route improvement.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	5	Great project, demonstrating how to provide safe bicycle infrastructure in an industrial area. Portland, sharpen your pencils and take note, this is how you do this.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	5	Those who live in the area deserve this improvement.
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	5	Infrastructure investment, particularly active transportation investment, in the Clackamas Industrial area has been too-long overlooked. This critical work would unlock access and opportunity to many of the workers who work in the industries along SE Jennifer.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	1	isn't this currently open to bikes/peds?
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	1	This is outrageous when ODOT is saying we are out of money and peoples lives are at risk due to the road conditions
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	1	This project will greatly enhance economic development in downtown Gladstone and encourage more collaboration between Oregon City and Gladstone.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	2	This might make me want to visit this area.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	3	Would be swell to have this connection again.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	3	I would appreciate this bridge as a local resident, but I'm not certain how necessary it is given that there is another bike/ped bridge a few blocks away.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	Well, I love this idea, but I would point out that there is already a bridge crossing the Clackamas River at 82nd Ave, which is just a hop, skip and a jump to the east. Not sure if this one is needed, but it would be cool.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	It is the missing link to the Trolley Trail and many others. I see it as a missing link; I have walked and biked the trails nearby many time on both sides of the river, from Milwaukie to Oregon City and this would really be a valuable link.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	Interesting idea that would give this area more access. But i d like to see some sort of river access for people there in the plan. As this will be a huge temptation while walking or riding through. In some ways i wonder what is the goal here for the money? Will parking nearby be included as this will open a large portal to the other riverside. Not everyone will bike there.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	This is an excellent project proposal. I ride the Trolley Trail frequently, and currently the route requires a lengthy detour to the old 82nd Drive bridge to the east and back again. This would finally provide a direct link across the Clackamas River for people walking and biking between the Portland/Milwaukie/Gladstone area and the Oregon City area.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	Here's another no brainer! This provides an offroad connection from one side of the river to the other, offering a more scenic passage than the car bridge, and also connects to an existing offroad trail, the Clackamas River Greenway Trail! It provides both residents and tourists to really enjoy the area offroad with biking and walking, and especially allows the neighbors to the north easy access right out there doors to recreation!
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	4	Much needed connection. This area has historically been underserved. It's supported by the residents of the area.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This project would dramatically improve bike and pedestrian linkage between Oregon City and downtown Milwaukie & beyond
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	I understand Oregon City's desire for the path to Tumwata Village/the falls, but public visitation of the falls is still some years out. This project should be a higher priority, to provide a safe and easy connection from the Gladstone/Oak Lodge area to Oregon City.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This would be a great addition to our bike/ped infrastructure and a tourism boost as well.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	We need this over-the-Willamette connector!
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This may be the coolest project of this cycle. This regional trail will serve people from all counties and help Gladstone and Oregon City thrive
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Awesome project!!
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Project cost is not prohibitive. Excellent use of funds. Having this safe/improved connection is ideal.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	There's alerady a nice footbridge at Cross Park. I'd rather see the money go toward a shoulder on Clackamas River Drive (currently a death wish for anyone on a bicycle) or even a footbridge over the Willamette near Oregon City.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	this would improve my commutes around this area. I live in multnomah but work in Clackamas/Oregon City.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	I appreciate that the funding would actually be constructing a connection for users and not just planning more.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This has all the makings for a safe and gorgeous opportunity to move from Gladstone to Oregon City. It sounds like a fantastic day trip to spend some time in these towns. Very much looking forward to it and I hope it gets the funding.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Giving the Trolley Trail a direct connection to Oregon City would dramatically increase its usefulness. Walking or biking across the Clackamas River on McLoughlin Boulevard is neither attractive nor safe, and the 82nd Avenue Bridge is too far east to be convenient.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Yes.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Biking and walking really improve a city.

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Project Name	Applicant	Support Rating	Comment
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Great to enable crossing away from busy car route on McLoughlin. Encourages access to the waterfront areas for paddling.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	I think this project will increase the walk ability of the Clackamette area. Having recently been in Bend, OR and seeing how many pedestrian bridges they have over their river, the Clackamas river could use more. I also believe with the proposed projects in Oregon City, this bridge would allow Gladstone residents to easily come and use them. It would make the area more connected and help to make individuals more healthy by increasing walking loop options. I do believe good walking loops would bring visitors from elsewhere in the metro area, and it would be a positive addition for all.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Bridges connect communities. Rivers, though vital and beautiful, need more options for crossing them. Getting pedestrians and bike safely away from traffic is better for both walkers and bikers and auto traffic.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This project replaces a historic, vital pedestrian and bicycle connection between Gladstone and Oregon City. The Gladstone end of the bridge connects to Gladstone's soon-to-be-adopted town center. The connection would benefit residents and visitors from many parts of the metro area by creating a Clackamas River bike and ped loop suitable for walkers, riders and strollers of all ages.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Another non car crossing of the river in this area will be popular
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	Great concept and appears to lead into the one in Oregon City; address a key regional pathway.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	This project will transform downtown Gladstone by connecting pedestrians and cyclists to downtown Oregon City safely and conveniently. It will invite more bike traffic from Milwaukie as they complete the Trolley Trail. It will help spur more economic development and investments into the downtown Gladstone Area.
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	A great opportunity for connectivity between Gladstone and the trails to Oregon City
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	5	creates a safety corridor and access.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	More lanes for cars? No thank you.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	The county should not be prioritizing transportation funding in unincorporated areas. This funding should be spent to support current population centers -- residents of cities, or of urbanized North Clackamas County. Not to encourage more development outside the urban core. Moreover, this is a total boon to one wealthy Republican landowner, Terry Emmert. Any other project on the list is more meritorious than this one.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	This should be lowest priority based on how many people it would actually help. Please focus on population centers, not special interests by property owners.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	Other project are much more worthy. This would be a step in the wrong direction.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	Correcting my number here. Selected wrong end on my prior comment NOT supporting this project when so many others cost so much less for much larger results that help connect existing already built corriders that can carry so many more pedestrians and bicyclists!
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	This looks like a car project rather than bike ped as claimed in the title

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	I would much rather see this amount of money spent in areas where there is more population that will use the infrastructure than in an unincorporated industiral area. Please prioritize other projects over this one.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	Happy Valley was a massive mistake on the part of Metro. The Sunrise Highway should NEVER have been built; Happy Valley should NEVER have been allowed to grow without having a light rail line or a designated walkable town center. Doubling down on these mistakes would just show how much the Metro council DOES NOT GET IT. Cancel the 2nd turn lane, make this focus just on the bicycle infrastructure, and come back next time.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	Please do not fund this project that is part of a larger freeway/expressway project that is contrary to so many regional policy goals. This is a "green-washing" project, dressing up a highway improvement as an active transportation project.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	1	I don't feel like this is necessary. There are much worse traffic management issues nearby at Carver (no protected left turn onto the bridge) and Damascus (traffic signal at Foster and 212 routinely backs up traffic for miles). An off-highway bike/ped trail would be a safer alternative.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	2	Please do not use bike/ped money to further highway expansion projects.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	3	I have driven to Carver many times, so I am quite familiar with this route. However, I feel that the hyper-local residents should have more of a say than others such as myself.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	4	Very dangerous intersection that is car-centric. This improvement would be very helpful for the thousands of residents in the area. It's the only connection between the commercial area and the many neighborhoods to the south of the intersection. Traffic is also very busy, so this would help that issue as well.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This intersection is terrible! It's always backed up and that makes it hard to make the turn to or from 152nd Avenue.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	I grew up in Clackamas County and used to commute through here. It’s long overdue for multimodal improvements. It’s regionally significant as it is the primary East-West route through northern Clackamas County. The people living in this community deserve to be safe and separated from commuter traffic.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This simply will not serve many people. Funds should be prioritized & allocated for projects in areas with highest number of people who can benefit & that helps get existing networks tied together!
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	The Sunrise Corridor has a major need for improvement to ensure multimodal uses of the road are possible. This project would be the first step in bringing the community closer to bike/walk accessibility and support broader access in the area.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This corridor is in great need of improvements and I'm glad to hear that this solution is compatible with the larger project.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This is a forward-thinking project connecting much of Happy Valley and the Portland metro area to farther areas such as Estacada. In my situation, for example, I would love to be able to bike to my family in estacada, but currently would need to ride all the way north to the springwater corridor to do so safely.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	I ride this section of roadway at least three times a week and it would be so much safer for me on my commute if I didn't have to navigate this intersection on the very narrow shoulder. People drive carelessly here and are in a hurry and they don't take into consideration how dangerous it is for other road users. A multi use path would allow me to safely commute to and from work via bike
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	It would be amazing!!! Please please please!!
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This area is extremely unnerving to be a pedestrian and there is a great need to make this area safer and more accessible by foot and bike.
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	5	This intersection has been failing for years and is one of the more critical areas needing improvement in the region.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	1	Deliver a cycle track or a bike/ped trail adjacent to the project. Road widening by itself is a horrible waste of funds.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	1	This is a small street with an easily accessible parallel route. traffic calming and shared facilities would be much better than expanding the roadway
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	1	GTFO. When the public gets unencumbered access to the lake they can start making demands for funds.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	3	A moderate price tag and worthy project.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	5	I am writing on behalf of Lake Oswego School District to urge the advocacy for the construction new sidewalks and roadway improvements in the Rosewood neighborhood, specifically to extend the infrastructure Lakeview Blvd to 65th Avenue. This is a light industrial area and residential. The road is shared by manufacturing with large vehicles and walkers to our schools. This request is in light of a recent significant investment in our community—the construction of a new $43 million school within the Lake Oswego School District. This school is intended to serve students, many of whom will be walking from the Rosewood and Bryant neighborhoods, and it is imperative that we ensure safe and accessible walking routes for these students and their families. This project would be a significant improvement in the area for both pedestrians and business traffic.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	5	This is an important project for students getting to LO's largest new elementary school that does not have safe bike or walk areas. Students along this route are forced to walk in the street along a busy industrial road that also hosts a busy central bus school bus barn.
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	5	This is an underfunded area between Lake Oswego and Tualatin that constructing this project would benefit residents and employers. The corridor would also provide walkable facilities to residents of Rivergrove, unincorporated Clackamas County, and unincorporated Washington County. None of those jurisdictions would otherwise invest in this sort of a project.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	1	Complete waste of money. Such a small strip of what you call 'connection' to Milwaukie. Linwood has NOTHING to connect to and Milwaukie is just the New Season shopping strip mall. This is NOT well thought out! Rarely do you see people walking...THEY DRIVE and will continue to drive. You imagine if it is built it will become some major new thing people will fill with usage. Look at the mess on Linwood with the ULTRA WIDE sidewalks that supposedly walkers and bikers are busing... WHERE ARE THESE USERS? The roadway which is widely used has been DANGEROUSLY narrowed. Drive on both roads frequently and rarely see walkers or bikers. So what fact finding documented information was used to justify the Linwood project and the same for your new want for a project on Railroad roadway. Just STOP this wasteful crap.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	1	I don't feel this is a good use of funds. There are many other ways to get from one end of this proposed project to the other. The upheaval required and the destruction of natural areas would be tremendous. It ain't broke, so don't (try to) fix it. It is no secret that the intersection of Harmony, Linwood, and Railroad is extremely heavily used. The railroad crossing adds further delays for traffic. Adding the path would be unsafe and would add additional, unnecessary delays for motorists.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	1	This road is already too narrow for the car lanes as it is. The roadway should be widened and improved before any walking path should be created.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	2	I like the idea of a trail but this intersection is awful and dangerous. Harmony Rd. Crossing at the railroad is a huge road hazard and there is always bad backups here.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	3	I fully support the creation of a bike path along Railroad Avenue. I just want the decision makers to know that the signals at Harmony Road and Linnwood Avenue back up traffic due to their inefficency, and should be converted to sensored signals that can skip, extend, or shorten phases based on real-time traffic demand.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	3	Will this path bring homelessness into our neighborhoods and will crime rise due to easier access. How much more foot traffic can I expect living close to Hector Campbell elementary?
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	4	People walk along this road but have no place to be. Cars all speed and the sides of the road are covered in trash and steep slopes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	4	great idea
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	4	looks like it would be a very useful connection.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	4	While i love the idea, making the intersection between Rail, Harmony road smoother would make more sense with this project. That intersection is not smooth and adding public/pedestrian layers could result in tragedy. Addressing the intersection and incorporate it in this.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	4	I would like to see a safe walking path on at least one side of Railroad Ave. I would also love to see a sensor-sensitive stop light at Home to make it easier for cars to get out on Railroad and to slow down traffic. More and more vehicles use Railroad to get to the Milwaukie Marketplace and downtown Milwaukie. Especially when construction begins on King Rd and Monroe St, I think the traffic will really increase.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This multiuse path would provide a key connection to help people walk and bike safely between Milwaukie, the North Clackamas Aquatic Park, and the Clackamas Town Center area. The project would also help kids get to school safely at Cascade Heights Charter School and help people get to their jobs in the Milwaukie industrial area to the south too. Bus lane improvements could help provide more frequent transit in or through Milwaukie, decreasing reliance on cars. This is a very important project!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be a great place for a Multiuse path. It connects the 224 Shopping Mall (New Seasons, Planet Fitness, etc.) with the bike path on Linwood Ave and Lake Rd. There really is a missing link here and this would complete it very well. Thank you for considering this!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Being a buffer zone, costs for this are relatively low and offer a lot of benefit for relatively little buck. A good and safe east-west bumper is definitely something lacking in this area of Milwaukie.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project is an excellent opporutnity to link several large scale housing developments in adjacent neighborhoods with natural spaces, Clackamas Community College, local schools, and the North Clackamas Aquatic Center. It is currently unsafe to walk, bike, or roll along this route, given the speed of cars and lack of infrastructure.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would encourage cycling and walking on Railroad and would create alternate bus/cycle routes since the 34 and 152 run infrequently. It would connect the Monroe & Linwood pedestrian/bike corridors, it would create the ability to walk to the Milwaukie Marketplace from neighborhoods off Linwood - improving walk scores and property values. It would also connect the Minthorn natural area to neighborhoods nearby. This would be of great benefit to the community and there's quite a lot of unused land on Railroad that would give ample room for such improvements. This would only be beneficial to the community and would help make the entire area more accessible and provide alternatives for transport. I live off Stanley in a small development (the Grove) and am constantly looking for ways to ride my bike instead of driving. This would be such a perfect way for me to walk/ride my bike to the gym, or get a coffee, or get something small from the grocery store. There are elementary schools, playing fields, natural areas all off Railroad that could do with more transportation options. This is honestly my dream project, as insane as that sounds.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project would provide much needed linkage between 37th Ave and the multi-use path on Linwood, eventually linking to North Clackamas Park and Milwaukie Center The existing bike lane on Railroad is dangerous
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This has been needed for decades. I can't think of many roads in the metro area that have as much use and are as dangerous for anyone outside of an auto vehicle. This needs to happen. I'm willing it to happen. I'm excited for its completion.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Currently they are few areas along this route that have a sidewalk or safe place to walk or ride a bike. It would be a great addition and way to connect the Milwaukie Marketplace/Seven Acres area with the Clackamas/Sunnyside area that just doesn't exist for people not using an automobile.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project has been in the minds of Milwaukians for many years. It is extremely unsafe to walk or bike that stretch of road, though it is the straightest shot to get from the Milwaukie Market place area to Linwood. I have walked it and bike parts of it (highly unnerving for an experienced adult). There is a school next to Railroad Ave that many kids could walk or ride to but cannot due to the unsafe conditions. If we really want kids/people to be healthier then we need to make complete paths/sidewalks for them to use in their everyday lives. YES to Railroad Ave Multiuse Path!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be awesome! This is a major thruway and would be great to have a bike path here. without a bikepath it is unsafe to bike on this road.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Vital connection where there is non, traffic needs to share this thoroughfare
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would tie in greatly to other adjacent investments already made by the City of Milwaukie, further building on the network effect. Furthermore, the City of Milwaukie has shown commitment to building out a bike network with the only hurdle being funds. They put in the political work to raise money through a new fee that goes directly to active transportation projects, but of course that can only fund so much. With Metro's help Milwaukie could be the most bike friendly city in the region and make the biggest dent in carbon emissions! Railroad ave is currently the most direct route for many to the vast majority of employment in the city as well as Milwaukie Marketplace, a large portion of public commerce in the city, but many are not prepared to use it because it is a high stress route outside of car.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	We live off Railroad Ave and like many of our neighbors, we have young children. We would love to utilize a bike path to commute to the grocery, library, parks and businesses in downtown Milwuakie. Currently it is very challenging to bike on Railroad Ave, due to the unsafe biking infastructure and it is challening to bike up the hill to reach local businesses.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I live on SE Beckman Ave. and we are in great need of this type of pedestrian/bike pathway!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Right now getting to CCC's Harmony Campus and the N. Clackamas Aquatic Center is either dangerous or extremely meandering. These are important parts of our community that are currently really hard to access except via car! Adding a multiuse path will make a huge difference and make those spaces much more accessible. I highly support it!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is an essential arterial between ever growing Clackamas and and Dowtown Milwaukie and the Willamette waterfront. It has a large amount of open right-of-way and would dramicially improve safety in what is otherwise a high speed corridor. Please get this done.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I biked this for the first time just last week on my new e-bike. While I am a fairly confident cyclist, I was uncomfortable at times biking directly alongside and with traffic, especially along a section of road where drivers really like to go fast. A multi-use path in this location would be a great improvement to the area!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	There have been people killed walking, jogging or running along side railroad ave....with the increase in housing in the area and increased traffic adding a bike/pedestrian lane makes more sense than ever
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I was just talking about this last weekend! A lot of people bike, walk, board on this very busy road which can cause stress to both the driver and pedestrian. Having a sidewalk/bike path here would be HUGE for the area. Milwaukie is already adding biking lanes, pedestrian safety near here. Why not add on to an already great and VERY needed project.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I'm a very avid cyclist and have bike on this road for years since it's such a major pathway to get from the oak street area to 82nd and clackmas town center. This path would allow for so many others who are not as hardy of cyclists as me to get to school, shop or work in a safer and quicker way.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	It's a great idea. That road can only be used by cars as it is so dangerous and will give an excellent opportunity to reach the aquatic center. I however think it should extend further to the aquatic center via a pathway through the three creeks natural area. SE harmony road is not that great for bikes as well. Maybe that's the plan?
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This stretch of road isn't safe, and can only be improved if the decision is made to add a walk/bike corridor.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	THIS is the kind of project that Clackamas County should be prioritizing, NOT the Sunrise. This project would connect areas of housing with both commercial areas and parks. Although proposed by the City of Milwaukie, this project could be extended by the County up Harmony Road to provide a crucial link for the residents of unincorporated Clackamas County around Clackamas Town Center -- the most densely-populated part of the county. Moreover, there is a large farm parcel on the edge of Milwaukie, just a few blocks off the Harmony/Railroad intersection, which seems likely to be redeveloped into needed new middle housing. This project also provides a great connection to the work the City and County have already done on Linwood Avenue. It's a 5 out of 5, easily!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Railroad is a heavily traveled road with a bike lane on one side, only, and nowhere for pedestrians to walk on either side. It is highly dangerous for anyone who is not in a car, and there is no better or safer north/south route for anyone who doesn't use motorized transportaion. There has been a lot of development in the area, and a lot more people moving in, which has increased traffic on this road, and made it more dangerous to everyone who uses it.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	The multiuse path would span 37th to Linwood, and provide a safe space for people to walk, bike, and roll. It would help people safely get to schools like Cascade Heights Charter School (at the Campbell Elementary School site) or Clackamas Community College, and connect to the North Clackamas Aquatic Park or Clackamas Town Center area. It would also help people safely get to jobs in the industrial areas south of Railroad too.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This will increase property values, livablity, and connectivity in Milwaukie. It will also be a safer version of this area for walkers and bike riders.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	The nearest public transit opportunity is King so a safe, convenient method of travel along railroad would be a good step toward making Milwaukie a more bike/pedestrian friendly city.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is very important for interconnectivity and active transportation in Milwaukie and throughout the North Clackamas region.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a badly needed East-West connection that would benefit not just the adjacent neighborhoods, but would also help fill gaps between residential, educational and jobs centers across an urbanized region where dense infill is planned/encouraged.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Yes!!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This will be a huge win for Milwaukie and Clackamas County residents alike getting from one end of Milwaukie to the other.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Unsafe to walk or bike along railroad avenue. This project is greatly needed.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I live off the road, and I can tell you that I have had to go around in order to get from my house to the Milwaukie Marketplace. This is because its scary to ride my bike or walk on the side. We should make it easier to have a straight shot to that area.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a high yield project for the overall cost. It would make a great straight-run path that would bring many in to connect to cycle track up SE 37th, East on SE Monroe and over much closer to the SE 29th Greenway that then connects to the Springwater Trail headed for central Portland.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project is long overdue and a much needed connection in Milwaukie/Clackamas County. I would love to see it built and see it continue farther to the east so that it creates a very safe connection to the Community College Campus and North Clackamas Aquatics Park which would allow better and safer non-vehicle options for accessing these facilities. The eastern end of RR ave is a particularly bad intersection for pedestrians and cyclists and I encourage all of the stakeholders to really consider how best to improve this intersection before building the RR ave MUP. I would suggest that the Rail Road Ave MUP get elevated up into the air at the Linwood/Harmony/Lake intersection so that it is lifted above that intersection and then comes down on the south side of Harmony Rd as well as coming down to meet the Linwood MUP and Lake Rd Bike lanes. Creating an elevated MUP over this intersection would make it a much safer intersection for all who pass through this terribly busy area. The danger and discomfort of this intersection is really limiting who chooses to walk or bike through this intersection. Timid cyclists and pedestrians stay away from this area. I have an employee who lived out Sunnyside Road and who wanted to ride to work in Milwaukie. She did feel safe in riding through this intersection and decided that driving was her only option. Consider and elevated structure like this: https://atlanta.urbanize.city/sites/default/files/styles/2018_article_image_1140x538/public/background/2022-08/Buckhead%20Loop%20PATH400%20bridge%20HUB404.jpg?itok=o6xVbQjG Or something like this: https://pbs.twimg.com/media/Dgj9VmuXUAAuQ0_.jpg:large This Multi-Use path idea has been in the Milwaukie TSP going back to at least 2007 and the community continues to hope that it gets built. Once it is constructed it will allow a much safer way for peds/bikes/ and disabled folks to move along RR ave. I have ridden my bike on RR ave in the past and it is extreemly dangerous. I have also driven along RR ave many times and encountered moms with strollers, cyclists, and folks riding mobility scooters all using the roadway becasue there is no path or sidewalk for them to use. Please build this!!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Awesome, let's do this!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a crucial project for residents that live in this area of Milwaukie. Railroad is a major thoroughfare for residents and safety personnel. Car traffic is constant but the area lacks a safe route for pedestrians.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a vital project to connect existing and future multi use paths in Milwaukie. Additional investments are needed to improve the intersection at SE Railroad, Linwood, and Harmony for bikes and pedestrians. Elevated and separated crossing is one possible solution.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I see walkers and cyclists hugging the narrow shoulder on this busy road. It can be dangerous for pedestrians and motorists especially when it's dark. I ask that this proposal be approved and started as soon as possible.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Developing this multiuser path will provide better acces for three schools and connections from the city to 82nd Ave. There are already a lot of users walking along the side where there is no current sidewalk and this project would make it safer for bike, walkers and runners. Maybe it would also slow drivers down along railroad with enhancements that help slow traffic. Please fund this project!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This road is currently extremely dangerous for pedestrians and cyclists and the proposed multi-use path should be considered a high priority.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I do not live in this neighborhood, but regularly drive down Railroad Ave. When I do see pedestrians, I worry for their safety. This could be a great connector for walking and biking! A multiuse path would change it from hazardous to enjoyable.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This area has no sidewalks and is unsafe for pedestrians. It is a logical path for walkers and bikers to get around the city, yet it is currently unsafe. This project would significantly increase livability, bikeability and safety in Milwaukie. Please, please, please put this path in! In a few years, my kids will be teenagers and this path would make me feel so much safer for them getting around the city.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Can we Eliminated Dangerous Railroad Crossing to an Grade Separate Overpass. Also to relocate the Intersections to a Roundabout or a New Traffic Signal to standard McCain Heads with Yellow Reflective Borders. Can we widen Harmony Road to 5 Lanes from Highway 224 to Highway 213.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This addition of sidewalks is vital for the safety of locals. This area includes two schools and several large affordable housing apartment complexes. Many of our children will be able to bike and walk to school once completed. Currently many of us drive a short distance as this road is not safe for pedestrian or cycling use.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be a huge relief to my family. My son has walked home from school since the 4th grade and had to weave through the neighborhood because RR is not safe. We also have adopted the block at 42nd and cannot safely pick up the trash most days due to speeding. This would be a HUGE improvement for all those living beyond 37th, providing us with safe walking access to the Milwaukie Marketplace and beyond.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	People on bicycles need good parallel routes to 224.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This stretch of road is one of the most dangerous areas for a cyclist or pedestrian due to its high use as a "short cut" for cars that drive here to avoid the 224. There is a history of fatalities and crashes along the road and there is a memorial is set up for those who've lost their lives. The roadway has a soft shoulder leading into steep ditches along the railroad and wetland ditches along the residential North side where you can often see cars stuck in the muddy creek that appears in heavy rains. Drainage issues means that pedestrians and cyclists are forced to travel inside the road which is already narrow for the two lanes present. There are few stop signs, and the only light is as SE Linwood and SE Harmony, which gets heavily trafficked and backed up during rush hours and disabled freight trains. It also happens to be one of the most beautiful stretches of road in Milwaukie, with Minthorn hosting seasonal flocks of wood ducks, geese and other upland birds on the south side of the road while a mix of historic and new developments are situated on the north side. The pathway connects Milwaukie's Linwood neighborhood and unincorporated Clackamas County to the Milwaukie Marketplace, making it easier for kids and people without cars to easily navigate to our continually developing commercial centers. With the new 24-hour fitness, the upcoming Pietro's and the recently opened New Seasons, there is a lot of motivation for pedestrians and cyclists to travel this way: a mostly flat and not hilly stretch of road. It's long overdue to be upgraded: please help fund this important and highly used space: help make it safer.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	As an avid runner and a family who loves to bike/walk in good weather, this bike path would provide us a safe route to access the Milwaukie Marketplace shopping center without having to use a vehicle. It also gives us access to other parks and playgrounds for the kids to safely visit. As a runner it provides another route/path for me to safely travel on, opening up more route options.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be an excellent project for improved pedestrian and biking access to downtown Milwaukie.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would make traveling by bike or walking to the improved market area more safe, and alleviate congestion on the roadway.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	It is so dangerous for walking and biking on this road. Fully support a path on this road!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	People die on this road, it's completely unsafe with no walking paths and no bike lanes yet there is tons of room! They're are several deaths I can remember from the last ten years from unsafe conditions here despite it being one of the feeder streets to downtown Milwaukie gettin from the Linwood area
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project would greatly increase connections between outer Milwaukie and even the CCC campus on Harmony, to downtown Milwaukie and to the the closer shopping and grocery center. This would put resources within walking and biking distance with improved safety.

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Project Name	Applicant	Support Rating	Comment
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project will improve safety and allow access to Grocery and other services without an automobile.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be amazing for our family. Our children would use it as would adults for a variety of different reasons. We are very much in favor and hope this moves forward!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This path would improve the safety and the effectiveness of my ride to work and would allow me to have a more direct route without having to worry about cars hitting me on this narrow shoulder section
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would make a long stretch of road that would be perfect for bike commuting usable for bikes and not just speeding cars.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Very useful addition to non-motorized transport options from SE Portland/Milwaukee further SE. There is very little dedicated, protected non-motorized infrastructure in this area
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is such a great place for a multiuse path!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	There is no side walk or any space for pedestrians and bikers. Basically everyone just share the road which is very dangerous. Cars are driving 35 mile/hr on a single lane road while someone is walking on the side of the road and it is very narrow.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a main bicycle thoroughfare to get from other well-known and well-used bicycle paths (like 205 trail, Gladstone Trolley Trail, etc). Making this road safer and more accessible to pedestrians and cyclist, would definitely make it easier to traverse through the area without having to go uphill and into Linwood area of Milwaukie.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be a great addition to the area! People regularly walk along the road in this area and it is super dangerous. This path could also be a connection between those neighborhoods and downtown Milwaukie or the aquatic center. Please fund this project.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	The intersection on Harmony/LinWood/ Railroad/Lake Rd the street has a lot of lumps, humps, cracks and curves. Make it smoother and safer please.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Needed
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Go look at the intersection during rush hour. It's abysmal. 7/11 parking lot makes it worse as patrons try to get in and out.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a very unsafe road for pedestrians. I and my family do not walk, when we otherwise would, because of how concerning the road is.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project is much needed and overdue. This stretcher road is very dangerous for pedestrians and bikers. Putting a bike and walk path here would help connect outer southeast Milwaukie with downtown. It would also help to connect to grocery stores, gyms, and other necessities. It would also make it easier for high school students to ride their bikes to Milwaukie high school.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This area is growing with housing and apartment developments, which results in more car traffic as well as more families who need safe sidewalks/bike paths. We currently have very limited safe pedestrian/bike infrastructure in this area of Milwaukie. This would be a huge safety improvement for the residents as well as the two elementary schools directly in this path. There are also minimal residential properties directly along Railroad and ample shoulder for path development. The road is relatively flat making it very attractive for cycling. It would connect this part of Milwaukie to downtown library, City Hall, Max and retail/dining which supports our community hub vision. It also would support Springwater Corridor use as Railroad would connect to Linwood to Springwater, ultimately expanding the pedestrian/cycling access to Metro as a whole.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Many people use the narrow path along the edge of this road, including children waiting for school buses and others. It's very dangerous and has had vehicle accidents and at least one fatality. This road has become a through-way for Happy Valley residents to get across Milwaukie to 99E and badly needs the project to be done.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This road has become a through way for Happy Valley residents to get to 99E. It has become very dangerous for pedestrians and cyclists due to increased traffic.

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Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a great project to get more people, adults and kids, out biking and walking safely!! It will allow people to walk/bike to shop at the Milwaukie market place safely and to better access local schools
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a central corridor from central to eastern-located neighborhoods in Milwaukie. This is needed for walk-ability and connectivity in the city. Railroad is not safe to walk or bike on, and it should be.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	I often use Railroad when on a run in the neighborhood and have had many scary encounters with cars getting too close. A sidewalk would be much appreciated and ensure greater safety for all who the road when walking, biking or running.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would greatly improve the safety of children in the area, as it is near Linwood Elementary and Rowe Middle School. People drive very fast on Railroad and without sidewalks it is extremely dangerous, but many of the more safe streets around Railroad don't connect, which forces pedestrians and cyclists onto Railroad. Sidewalks on Railroad would greatly improve our walking and cycling safety. Thank you!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would resolve a MASSIVE accessibility, walkability, and active transportation access problem that currently exists for local residents and families in this area. There are lives being risked daily on this road as a result of inadequate walking and cycling access.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	The intersection at Railroad/Linwood/Harmony needs work to reduce the size of hump north of the tracks, and I wish it was safer to ride my bike to the Milwaukie community center, though I love this project to add a bike lane to Railroad! Thank you!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This would be excellent - driving more cyclist traffic toward downtown Milwaukie businesses and keeping them safe.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	A dedicated pathway for non-motorized travel would make use of this corridor safer for those who do not wish to drive all the time, and will allow greater access for more folks to the outdoors around them!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This area is greatly lacking safe pedestrian access. Walkers in Milwaukie are very limited in having paths/sidewalks to use. This would be a great addition to have for walkers. We would be able to get more exercise and enjoy the city more.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	There are no sidewalks in this heavily used traffic corridor. The roads are particularly congested at rush hour. This project would improve this neglected area greatly. I think many people would bike or walk if there were dedicated pathways, This is a less affluent area than Happy Valley. I believe the hard working people in the area would feel that their voices count & were heard if this project is completed. There are many children in this area, as well. This would provide them safer travel when walking or biking. I hope serious consideration is given to this project. Thank you
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This path connects two areas of Milwuakie together, giving all those that live in those communities and surrounding communities a way to move between already established bike and walk paths without having to bike/walk with vehicles. This also connects Sprinwater Cooridor to downtown Milwaukie and, through that, Sellwood. Folks can exit the Springwater Coridoor path at Linwood, take Linwood to this new Railroad multi-use path, and then walk or bike into downtown Milwaukie via the recently built path on 37th. From there, they can cross McLoughlin at multiple intersections to then walk/bike north into Portland or South to the Trolley Trail and Oregon City. This path would also allow bikers and walkers to avoid the dangerous intersection at Harmony/Lake/Linwood/Railroad where multiple streets converge and the train tracks create an unsafe route. I am a regular biker and currently I have no choice but to bike with cars if I want to bike from the SE part of Milwaukie to the NE, this results in me often choosing to drive as I don't feel safe biking with cars for that long, especially when I have my 7 year old on my bike. I personally, would use this path very often and I highly recommend and support this project.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a very dangerous two-lane road with zero space for pedestrians. It would be in everyone's interest to build a multiuse path now while there is still space.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Can we Upgrade the Traffic Signals to 12,12,12 Standard McCain with Reflective Borders & a Flashing Yellow Arrow sharing on Steady Yellow. The Intersections on Linwood, Railroad & Harmony is Ugly, Bad, Dangerous and Worst.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	We need to do Grade Separation Project on Harmony Road. It is a Dangerous Intersection & Busy Street. Build Bridges over Railroads is Very Important to Save Life's & Ease Congestion.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Can we Permanently Eliminate All Railroad Crossings, 100% to be Grade Separated Bridges Only?

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Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This is a much needed improvement. Perhaps an elevated path with a guard rail and proper lighting for those that will undoubtedly use this at night as well. I think having the path elevated from street would add additional safety.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	It will connect 2 elementary schools and a college to downtown and is an intregal connector to Clackamas town center area and shopping along 82nd.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Connects 2 elementary schools and a college from down town to retail area making it safer and more enjoyable
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Separated pedestrian/bicycle use is badly needed along this route.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Railroad Ave. has always been dangerous for pedestrians and bikers for years, but now it seems to be a major connector to get to what I think must be Happy Valley. I have lived on a side street for over 30 years that connects with Railroad and have seen the a huge increase in traffic. I support sidewalks, bike and transit on this road. Better yet, a bypass to connect to wherever people are going. A good time to view traffic congestion is 3:30 pm every weekday. What should be a 10 min commute to get to 122nd and Sunnyside Rd,. from Home Ave/Railroad is 30 minutes during this time frame.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Railroad is currently very dangerous to walk or bike along. It would be a tremendous benefit to the community to have a safe multi use path along this main thoroughfare.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This road absolutely needs a bike lane. I bike on it often.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	This project will improve the safety of this street!
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Can we widen Railroad Ave to 3 Lanes, One Lane in each direction with a Center Lane.
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	5	Can we Build a Bridge over Railroads on Harmony Road. Linwood @ Railroad Ave is Very Dangerous Intersection.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	1	Stop taking money from the roads. Our cars are being ruined by the state of the roads while money is diverted to walking paths
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	1	This project is for a long pedistrian/bicycle bridge that by passes the downtown area of Oregon City. Is on the wrong side of Highway 99 E to provide benifit to the downtown area or to provide a reasonable connection for Oregon City Residents to connect to the proposed development of the Paper Mill site. There is no proposed river access therefore the only benefit is to provide a river view that is already provided with highway sidewalks along this area. The bridge would have limited access to the down town area (access proposed at each end of the bridge and at the existing arch bridge across the Willamette.), The current Sidewalk area is being used more for homeless camping and fishing access which leads one to suspect that the proposed long bridge would likewise be so used. The northern end of the proposed bridge would be located OVER the existing West Linn Sanitary Sewer conduit that connects West Linn to the Tri-cities sewer plant, This conduit has been in place for approximately 30 years. Due to the narrow width of land available under the conduit it is likely that replacement or providing additional capacity would require access from Highway 99e above the conduit. Thusly the proposed bridge would be an obstruction for any required future maintenance work on this conduit. To provide the through access that this project would provide a better solution should be found.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	1	By routine observation as a nearby resident it is apparent this is a very lightly used bike/ped transportation corridor and with the adjacent obstacle of the 99E railroad tunnel there's no reason to expect significant change by adding the long span walkway making the initial construction cost and ongoing maintenance cost astronomical per user mile

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Project Name	Applicant	Support Rating	Comment
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	2	Where do you get a cost of $4m if you haven't even designed this yet? according to your statement. include widened sidewalks, curb extensions, improved crossings, and new green spaces. It would be nice to see the counties/cities do the work in design first, then ask for money. It seems when you put a $4m price tag, you will strive to hit the expense. Vs trying to do the upgrade, change for less money.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	2	Its already a busy traffic area for vehicles. With ample safe walking area on main.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	2	Oregon City 99E Enhancements and Trails is an interesting concept but it has not addressed the issues of a loss of a riverside forest or serious impacts to that forest. Oregon City has no riverside forest on the Willamette and this is the only heavily vegetated area that has emerged over the last 100 years. The forest is inhabited by American Bald Eagles and Osprey nests and numerous (8) Great Horned Owl nests over its 2000 ft length area. Other elements of this project don't impact the environment but this project could impact the only riparian forest on the Willamette River. A biological opinion must be undertaken to identify the creatures in the forest, a trail impact survey in order to determine if the project destroys or severely alters this riparian forest. Corridor work to clear for trail and elevated structures will require the removal of many native trees and shrubs. All have grown up on a basalt ledge and are significant size making the forest functional. Replacing disturbed areas for the entire forest would be a major mistake because of the carbon sequestration that is now there, the shade factor of the salmonids and the ESA listed species of fishery that migrate along the edges which the forest provides shade for. US Fish and Wildlife, NOAA and others played a role in 2011 when an adjoining forest was threatened with total removal. They weighed in because that project "RIverview Terrace Deck and Park" had to maintain nesting, cover and other features that those federal agencies required. Adjustments were made in that project and some habitat values were recreated but not without long-term recovery time.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	2	The overall project description of the Oregon City 99E improvements suggest an overall project cost under 5 million dollars. Everyone who participated in the planning indicated that the cost was not fully known but the first phase would be under 5 million. There should be some clarifications of the total project amount. There should be some clarity. What happened here?
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	3	Better flow and safer access.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	3	Safer access for bikes/peds to be able to access businesses in Oregon City and further on to Canby
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	This would be a great addition to Oregon City because riding down Main Street is a bit dicey, especially on a traditional bike. Ebikes work well on Main St, but not everyone has an Ebike.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	Make sure the bike/ped path has good connections down to the water, and across 99E.

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Project Name	Applicant	Support Rating	Comment
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	Fix the roads as the city won't as it's a county road.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	This is a VERY GOOD project as it has the potential to become a scenic river section of an interconnected trail system with the Promende trail, and especially also enhances the area relative to the extensive work being done where the old mills were for culturual, natural and recreational values associated with water and walking on land. The potential for seeing the Falls from along the river also provide a wonderful scenic experience! There's a lot that could be experienced and connected with such an enhancement of McLoughlin Blvd!
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	I work in Oregon City and this area needs updating.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	4	I would love to see this project coordinated with the Tumwata Village redevelopment as a gateway and community connection to the site--and reflecting that history in a way that often still feels hidden in Oregon City.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	This area is such a beautiful part of Oregon City yet feels really unsafe outside of a vehicle. I'm really excited about the potential for it to be improved. (I live in MultCo but have deep ties to ClackCo).
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	The idea of continuing the streetscaping makes sense. It would be nice to connect to Tunwata Village with separation from motor vehicles.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	Yes! People on foot or on bikes should have safe access to this waterfront area.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	This will drastically improve Oregon City. I have lived here for years and it needs this.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	Love the idea of walking lanes, but please DO NOT limit or reduce the lanes of traffic to do so. Especially for bike lanes. I see bike lanes all over. Used and cars sitting in traffic beside them. Main street can't take more traffic either, so don't consider pushing any traffic that way. Most people in Clackamas County DRIVE, the walking is only for an occasional respite, social outing etc...which is great...but we need to be able to get to WORK EVERYDAY...

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Project Name	Applicant	Support Rating	Comment
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	This project is absolutely needed. Walking along 99e through that section currently is a frightening and not safe experience. Putting in a pedestrian bridge will not only make that corridor a safer and friendlier experience, it will also make Oregon City a river destination. Oregon City has such a beautiful section of the Willamette, especially with Willamette Falls. It is literally unlike anything else in the metro area. I believe this project will have a positive influence in the greater Portland area because of its uniqueness. We have all seen how popular Vancouver, WA's waterfront path is. To be able to have a desirable path along the Willamette with views of the falls, will draw visitors to the metro area. Also with the proposed location being so close to West Linn, residents of both Oregon City and West Linn will be able to easily use the path everyday. It is a win for everyone in the metro area and ultimately a boost to local economies with the visitors it will bring in.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	Oregon City is right on the water. Though walking along McLoughlin is more like walking along a busy street than walking next to a river. Any improvements that would make it feel less like walking next to a busy street or make it feel more like walking next to a river are welcomed heartily!
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	Please update this dangerous interchange
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	In the past 5 years this area has been significantly run down by transient and drug traffic! It would be wonderful to see it refurbished. The foliage is extremely overgrown and that's where a lot of this activity takes place. Oregon City is becoming like many other larger Cities where we don't feel safe walking our streets. It's just a sad, sad shame.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	Improved non-motorized access to the riverfront, along with the enhancements to the Willamette Falls area seems to make sense
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	We should invest as much as possible in Oregon City to support the shared history of Oregon - between Indigenous People, who should be getting land back whenever possible to the first Western settlers, there is much to learn in Oregon City and improvements will encourage local tourism.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	A creative solution successfully addressing significant challenges at a critical location in need of both local and regional bicycle and pedestrian access. Also improving safety along a route with an effective solution solving the unsurmountable. The funding that the project is seeking seems high for this phase, however, there may be challenging administrative paths that will require the investment to ensure the project is refined, possible, and risk is significantly better understood and mitigated. The project appears to have the potential to economically improve the waterfront and city and could be a great draw for the community in addition to provide respectful and fitting integration for local tribes: I.e. Improved fishing access, tourism. All while clearly finding a low impact route on the existing ground without disturbing it or the historic arch. Creative solutions need additional consensus and this funding may help align the right experts to better comprehend and communicate the solution. Let’s see Oregon City lead the state with innovative bike and ped solutions when constrained by deficient adjacent ODOT infrastructure constraining progress. Look to Trail BC for a comparable solution (Columbia Skywalk, $15M total construction cost) that eliminated risk of construction work in the river and improved project outcomes and was successful for that City and its region that supported the investment. Very exciting project and great potential value for the region and hope it can move forward to better quantify it with the right experts capable of assessing it and checking the boxes for all stakeholders.

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Project Name	Applicant	Support Rating	Comment
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	I would be so excited if this project moved forward. I just think the historical significance Oregon City and the falls are such a draw as a local resident in Portland but also for visitors outside the region, but when you get to the area it is nearly impossible to access the river and even see the falls. I think having this access would not only benefit local Oregon city residents looking for bicycle and running routes, but also bring more tourism to the region that is so rich with history, (early settlers and indigenous) but also incredible natural beauty. Industry and cars have cut the people off from this. I think it would be so amazing to bring it back to the public.
OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	5	This would be a great project and support downtown.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	1	I ride this route occasionally and would welcome safety improvements.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	1	Biking down high traffic streets like Halsey is a ridiculous waste of funds. Pedistrain safety is great. Encouraging bikes on this street, not so much. Do not create more unused bike lanes that reduce car traffic lanes, create car congestion, and otherwise create places for gravel, trash, vegetation, and other debris to accumulate. I am so tired of seeing so much money spent on bike lanes that are not used. Spend some time in these communities to see how people get around. Metro will spend more money maintaining bike paths than they will ever be used by bikers.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	2	This is a massive amount of money for a small amount of impact. There is not good connectivity in this area so what is the point of all this work?
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	3	Why sidewalks so far out from town, when there are lots of places with no sidewalks closer in? I live at 60th & Halsey area, and some streets have sidewalks, and others do not. Can we fix the sidewalk situation closer to town first please?
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	4	YES - desperately needed!
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	5	This road desperately needs protection for bikes and pedestrians. Please fund this project.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	5	This is a great project as this part of Halsey has needed improvements for quite a while. The proposed solution is a great fit for what is needed here.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	5	This project would be really great, especially with how close it is to the schools. I've only ever driven on this part of the road, but it currently feels way too sketch to even consider trying to walk/bike.
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	5	hopefully you have plans to re-pave the entirety of Halsey including the SE portion. driving is dangerous on that side of town especially with a much older car
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	2	I ride the Fairview-Gresham trail occasionally. The utility of this improvement is not clear to me.
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	2	Fully in support of sidewalks, completely against adding bike lanes. Division is a heavily travelled road and cyclists should be discouraged from traveling down this highly congested area.
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	4	People walk here all the time, but the sidewalk just stops, and it's uneven and muddy and some of the landscaping pushes walkers right next to the road.
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	4	This seems like an easy win. Let's help pedestrians and cyclists make their way down NW Division Street off the Fairview Trail. Very cool.
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	5	Great
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	5	This is a great project that focuses on pedestrians. We need more projects like this one to repair the atrocious, dangerous conditions of sidewalks all over Portland.

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NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	5	Makes life safer for those outside of a car, makes our planet healthier, makes our communities more economically resilient. Easy approval of a project
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	3	Don't waste money on ITS. Produce either a parallel trail or a cycle track!
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	3	This whole area is unfriendly to pedestrians and bikers. I'd love to be able to access businesses and parks and move around without thinking my kids or I will be hit by a car.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	3	I bicycled this route once, and found it to be horrible.It will still be undesirable due to the hill.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	This will help reduce any pedestrian and car encounters along this route.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	Important bike/ped connexion to Blue Lake Park and Marine Drive path. It's pretty bad right now.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	223rd desperately needs safety improvements with lack of side walks or adequate bike lanes in many areas. This road is primary access to both blue lake park and chinook landing boat launch as well as the marine drive bike path.. The railway crossing between sandy blvd and marine drive has been hit by truckers many times for both low and narrow clearance and does not provide any safe pedestrian or bicycle throughway to access the park, boat launch, or bike path for the many people in both fairview, woodvillage and other neighboring communities.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	Pedestrian/bike access is necessary in both N & S directions, especially under the railroad bridge near Townsend Way.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	It is really tight under the railway tracks, and there are no sidewalks
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	Under the railroad bridge is very dangerous for bicyclists and pedestrians, and somehow this needs to be addressed. I'm very supportive of this project and making this road safer for everyone.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	what a pleasure it would be to cycle to that park.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	5	People are having to walk in the road! Please fund this project.
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	1	I lead a group bike ride on this section monthly and it's the scariest part of our day. Wider bike lanes/shoulders, bike signage would help.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	We need trees and shrubs that were previously planned and less ugly heat absorbing concrete blocks. that take out one of the travel lanes. How do emergency vehicles get thru one lane all blocked with cars?
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	NE Glilsan St. is 30 mph. Do NOT put bicycle lanes on NE Glisan St. This portion of NE Glisan St. is used by freight semi- trucks to travel to I-205. It is a steep hill from NE 87th Ave. to NE 90th Ave. Yes, add traffic signals & pedestrian crossings.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	This is stupid. The hill on Glisan at 87th is too steep, people aren't going to bike on it.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	I ride this general area quite often, but avoid Glisan Street because of safety concerns. Making this a safe bicycling route across I-205 is definitely worthwhile. I would use it.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	This will increase traffic exponentially. I live near this intersection and your proposal is an absolute nightmare. Having four lanes at Glisan and 82nd is vital to keeping traffic moving!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	The street is too narrow for bike lanes.

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NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	This area does not need reduced traffic lanes for what be underutilized bike lanes. Bikes should not be encouraged to travel through highly congested areas. The amount of funds that will be spent building and then maintaining bikes lanes will never equal the amount of bikes that travel in this area. This project will be a complete waste of money for bike lanes. I say that confidently in spite of all aspirations to build up this area. Please do not remove vehicle traffic lanes for hardly utilized bike lanes. Use this money for other purposes.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	Please allocate funds to fixing potholes.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	1	This is a waste of money and useless. No one uses the existing bike infrastructure on Halsey, so continuing to waste money on additionally pointless "investments" makes no sense. I live on 80th and Holladay and have watched traffic patterns deteriorate (worse driving on side streets due to higher congestion on main streets) with no discernable increase in biking. The city does not appear to measure or care that 'improvements' are used - every effort in the past to reach out to understand how they assess success has received nothing of use "yeah, we don't care no one uses the infrastructure, we have a long term plan and that's what matters!". Wasting taxpayer dollars on further useless projects to meet PBOT's TSP is feckless and inept.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	2	This area is already so jam paced with congestion, adding bikes into the mix would only cause more delays and conflicts. Consider giving bikes their own dedicaded crossing, and implementing a diverging diamond interchange or some other solution to reduce congestion. Adding a bike/ped solution connecting Hassalo, 92nd and the gateway transit center would be a much better solution than adding bike lanes to a car centric freeway interchange.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	2	This could provide much needed improvements to this area.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	2	My concern in this corridor is that parking is permitted in the outer lane during certain hours, but the hill creates a blind horizon so driving in that lane has the risk of seeing a parked vehicle (or bicyclist) after it is too late to stop safely. I don't know if the 1-5 ranking is 1 or 5 being highest.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	2	The hill on this stretch of Glisan is very steep and undesirable for bicycle riders and there are nearby alternatives that are more suitable. The best option is using the Stark and Washington couplet which has almost no gradient Even Burnside, though it does have a hill, it is less steep and preferable to the one on Glisan.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	2	Good project yet expensive and should be deprioritized in light of more pressing needs.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	3	The sidewalks are pretty spacious here, but lanes are tight.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	3	Yet again, the City of Portland is proposing a scattershot approach to bicycle network delivery, rather than a network-based approach. After this project is complete, it will still leave a gap on Glisan's bicycle lanes from roughly NE 47th to NE 79th, for no good reason. PBOT, go back to the drawing board, and come back with a project that will deliver a complete link in the network, not another half-measure that leaves bicyclists stranded in the middle of dangerous car-focused kill zones.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	4	This is a dangerous stretch of Glisan, with cars parked at odd hours blocking a lane of traffic. Taking Glisan down to two lanes from 82nd to 102 would help reduce speeding. Please also consider adding safe pedestrian crossings.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	4	This is an important line into the neighborhood and therefore a major artery that needs to be crossed multiple times a day for students and families. We have the community center and park on one side, and the elementary school on the other. With the increase in families and neighborhood ammenities, making this a safe corridor for crossing and cycling is a must.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	4	This whole section of road could use some serious reorganization -- walking around isn't that pleasant, crossing Glisan is hard, and the freeway interchange is sufficiently car-tangled that I've never once in 20 years felt like trying to walk over to the 99th Ave side.

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Project Name	Applicant	Support Rating	Comment
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	4	This is great for the people that live and work in that area, but does little to show improvement for all Portlanders. I am not sure that this is more important than repairing sidewalks. The sidewalks all over downtown and NW and all over Multnomah County are in seriously bad shape. Sidewalks are broken and missing chunks everywhere in Portland. I am disabled and I have to get into the street at some places; like near the 82nd St MAX station going away from downtown on the right side of street, I risk my life getting into the street with traffic so that I can get to my destination (Portland Animal Welfare). In none of these applications does anyone request funds to repair the sidewalks which are 100% impassable in many places in Portland including Downtown, NW, N, and I am sure everywhere in Portland. People using wheelchairs, scooters, walkers, and other devices find it impossible to navigate the sidewalks. Thank goodness for bike lanes!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	4	A pedestrian crossing on 84th avenue is too close to 82nd. Drivers swing around at that light fast and rev up for a hill after waiting and they won't have enough time to stop safely for pedestrians. 86th or further East would allow cars more time and allow pedestrians to cross safely. I have lived in the area for 15 years and have observed and driven these patterns.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a busy street in an area that could really use safer crossings (and more of them). The 82nd project has been through very extensive community engagement with formal groups and engaged community organizations and I think a lot of folks have been able to weigh in so these are well considered changes.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I travel through this area multiple times per month, and it's one of the most dangerous areas in Portland for pedestrians and bicycles. This project is urgently important, and I urge you to fund it. Thanks.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Strongly support! We need more safe bike crossings of I205.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Speeding in this area is extreme, and additional measures may be necessary to reduce fatalities, such as an additional traffic signal or speed bumps.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	1. The downhill, westbound corridor between 92nd and 82nd is extremely dangerous for pedestrians and motorists alike. Motorists come barreling down the hill at high speed, with no impediments, traffic calming, or safety enforcement to deter them. It's a dangerous situation for the schools and Portland Parks facilities along this stretch, as well as for all users of the road, including motorists. I fully support drastic safety improvements here. 2. I regularly commute by bicycle along the I-205 multiuse path. I always dread the Glisan crossing. This Glisan/I-205 interchange is very broad and very busy, and crossing Glisan here requires passing through TWO right turn ways, where motorists may be inclined to turn right on red without stopping unless they are actively looking for cyclists and pedestrians. This situation is even worse in the dark. I don't understand why the bike path was not tunneled under Glisan when the Max line was built. I strongly support safety improvements at this junction.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would greatly increase the safety of this important corridor for active transport, while still allowing adequate service for auto users. It is an opportunity to invest in a high-crash corridor in historically underserved east Portland.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I bicycle in this area to and from home
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I fully support the addition of bike lanes and goal of reducing speeding cars along Glisan. However, I would like to highlight that bike lanes without hardened infrastructure separating them from cars is not enough. With the history of cars speeding in this area, adding a couple of feet of air between speeding cars and bikes is not safe infrastructure. It is not enough. Roundabouts, chicanes, raised medians, etc should be considered as part of this improvement. As a bike commuter living on the east side of portland, bike infrastructure east of 82nd is consistently an afterthought. Unprotected bike lanes along a busy road are not adequate infrastructure. This poor design only leads to tension between cyclists and cars. Cars see bike lanes as unused space, and someone choosing to bike has to make the decision if they are willing to risk their safety to do so. One alternative could be 2 way bike lanes on one side of the street with 10' of green space separating them from the traffic.

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Project Name	Applicant	Support Rating	Comment
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I live in NE Portland. This project is SO needed. NE Glisan is a dangerous street for pedestrians, drivers, and bike riders. It was part of my regular commute for years - the absolutely worst part. I still use this stretch of Glisan for errands. A road diet benefits drivers by slowing down traffic and making it safer for all of us. I look forward to seeing this project completed.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Glisan in this part of town is a highway. Drivers drive recklessly and dangerously through the area trying to make green lights and get onto 205 seconds sooner than they would have if they drove slowly. This street severs communities to the north (who are boxed in on 4 sides by dangerous car-centric streets and highways) from those on the south. And it serves as a barrier between Multnomah University and Montavilla Park, both great community amenities, and the neighborhoods to the south. There is no need for this street to be this wide. I fully support a road diet on this section of Glisan to support safe driving and safe transporation in Portland.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	The crossing at NE 84th and Glisan will greatly enhance connectivity between my neighborhood to the south, and the park. My family crosses there several times a week, and it feels dangerous. To mitigate other dangerous behavior I would suggest prohibiting left turns onto Glisan from NB 83rd.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	NE Glisan is a critical connection between the Hazelwood and Montavilla neighborhoods that I-205 divides, yet it has no bicycle facilities whatsoever. As a city street built like a state highway, it feels dangerous to use and to cross, often restricting my and my family's movement through our community from our home in Madison South. As a cyclist, the alternative east/west routes over I-205 are inadequate. NE Halsey's configuration at and between the intersections of 92nd and 100th Aves is uncomfortable, stressful, and dangerous, and E Burnside is simply too far out of the way when trying to get to the area of northern Hazelwood and Maywood Park, such as a shopping trip to Fred Meyer or Winco or an appointment at Vibra Specialty Hospital. In the absence of a reconfiguration of the NE Halsey overpass, which I understand has been indefinitely delayed by PBOT due to budget issues, a reconfiguration of Glisan is severely needed in order to provide safe and convenient east-west access for pedestrians, cyclists, and other active commuters. Additionally, the north-south connections across Glisan east of 82nd Ave are inadequate and dangerous. The five travel lanes and lack of clear crosswalk marking introduces significant risk of collision for people crossing from Montavilla Park, which I do when I am on a shopping trip to the US Foods at 82nd & Stark. Chef'Store Finally, as a motorist I find the current configuration of Glisan to be unsafe. The intermittently allowed parking in front of Multnomah often necessitates otherwise unnecessary lane changes, increasing potential points of conflict and risk of collision, and the five-lane configuration encourages frequent and significant speeding. Eliminating the parking and reducing the right-of-way to three general travel lanes will significantly increase the safety of the corridor.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is an excellent project that I strongly support for funding. There are too many travel lanes for the amount of traffic, leading to so much speeding issues and safety issues. There are no good bicycle connections in this area crossing I-205, and the pedestrian environment is very difficult. Please fund this project!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	As someone who has lived near Glisan for 20 years, I can't say how many times I've witnessed speeding, reckless driving, and crashes on this stretch of road, causing damage to both people and property. The two lanes of traffic in either direction are an open invitation for drivers to race each other down the stroad in either direction. Noise pollution from revving engines is a problem. It's also frightening to bike on this street, fearing these racers will hit me. So many trees and front yards have been taken out from crashes; so many parked cars have been demolished, both those in driveways and those which are allowed to park on the street in off peak times. These four lanes of traffic are almost never all utilized. A diet is desperately needed. I feel that the outer lanes of Glisan between 82nd and 84th should be rose lanes for buses and vehicles turning right. Then from 84th east it should be then one lane of traffic in either direction, with a turn lane, and then the outer lanes being dedicated to bikes (and parking if there is room). A crosswalk at 84th makes sense as well, as there are often people crossing the street there to get to and from the park. Please make this happen!

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NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Drivers exiting the freeway do not have a stop light or sign between 205 and 82nd, a distance of approximately three quarters of a mile. A stoplight at 90th would provide both a safe crossing and cut down on speeders coming off the highway going 45 mph as they reach the downhill slope. There is also a school at this intersection and a large planned Volunteer for America complex.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	82nd at Gilsen is a Dangerous Intersection, Can we add a Additional 2nd Left Turn Lanes and a Right Turn Lane. Traffic Signals to be replaced to New McCain Standard Heads with Yellow Reflective Borders.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This area has enormous potential to thrive and grow if Metro can ensure safety for pedestrians and cyclists.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	would fill a critical gap!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	There are too many avoidable accidents around here. They won't stop on their own. As this area grows there needs to be infrastructure to go with it in order to keep pedestrians safe.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I have clients and co-workers with visual impairments that live/work along this stretch of Glisan. Prioritzing this portion of Glisan would impactful to their ability to safely and idependently travel along this stretch of Glisan.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Crossing 82nd is the bane of my existance. This would make errands more manageable, and I'd probably spend more time at the montavilla community center because of it.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Crossing 82nd and 205 is currently pretty awful. This would make a huge difference in my day-to-day needs of getting around Portland. Currently, this vital commercial area is hostile or inaccessible to those outside of cars.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I hope this project includes the off and on ramps at Glisan and 205. I've had several near misses with pedestrians, as well as vehicles making last minute lane changes due to confusing signage, i.e. which lane goes to 84, 205, turn left on Glisan or right in Glisan. Please fix this!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	There are relatively few connexions to the I-205 path (and crossing the freeway) that it makes complete sense to improve this one.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a good project because highways act as city tourniquets and we need to make it as easy as possible to navigate over and around them. Additionally, this provides attention to the neglected east side and 82nd ave areas.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	this is such a well traveled and conjested area. I highly support this project.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a critical project for enhancing safety for all road users along a dangerous corridor.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would directly effect a large number of people, including thousands of schoolchildren attending schools like Roadway and McDaniel and the community center. Quite a few take the bus or drive themselves, and they are often out in traffic around 82nd. Anything that makes them safer is high priority.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	The safety of this street really needs to be prioritized, and if it's chosen for funding, I hope Metro will redirect the current parking spaces on Glisan as they are currently a hazard (the north side spots that allow parking any time except for specified traffic hours).
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This area of town is in solid need of new development. This investment aligns with the building a better 82nd project, and will continue to help east Portland become a more vibrant part of the city.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a sorely needed project. Whenever I drive through here, others are driving way too fast and it's difficult to keep an eye out for any other types of road users. We definitely don't need so many car lanes.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would be a HUGE benefit to the neighbourhoods on both sides of 205. The current biking/walking connections are very lacking
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This project supports the Better 82nd project, Vision Zero, greenhouse gass emission reduction, improved transit, and facilitating biking. All great things.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I lived on NE Hassalo & 84th for 7 years, and tis was one of the most dangerous intersections for bikes or pedestrians on the eastside. I would love to see these improvements in place.

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NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This would improve the safety and usability for cyclists traveling both locally and commuting longer distances.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I'm 100% in support of this project. This is currently a dangerous stretch of road for drivers, cyclists, and pedestrians, and therefore needs traffic calming measures employed. Converting the outer lanes of this section of road to bike lanes would make vehicle travel more consistent with the rest of E Glisan, open up access to cyclists, and should calm traffic some to help reduce speeding. Furthermore, this western portion of this stretch divides hundreds of homes from a large park and a university. Additionally, traveling west through the 82nd & Glisan intersection is confusing and inefficient. The right lane quickly ends at 81st, causing a traffic pinch and results in driver confusion/frustration (I live at 81st and Glisan and see this all the time). A dedicated right-turn (and transit?) lane should be installed both westbound and eastbound to make traffic flow more intuitively through the intersection, improving driver safety. Thank you for considering this project!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	People driving can super fast on this stretch and often it results in really crazy crashes. Anything to slow down traffic in this area would be awesome.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I live near Glisan on 94th and see accidents all the time. This is an ultra-busy corridor because it is the only access from the interstates (both 205 and I-84 - due to the lack of 84 offramps before 42nd) to this whole section of NE Portland. These improvements will keep pedestrians, bikers and drivers all much safer. Long overdue!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	The intersection at NE Glisan and 87th should be upgraded to a traffic signal. Alternately, another intersection on NE Glisan between 82nd Ave. and 205 could be upgraded to a traffic signal. Drivers who know this section is uncontrolled by signals drive much faster in this segment. Street narrowing alone may not reduce this behavior. I live in the neighborhood, and have seen the result of high speed crashes by motorcycles and single autos, as well as the danger faced by pedestrians.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Crossing GLisan East of 82nd as a pedestrian (especially at night) is very dangerous, traffic cannot see well and there are not many lgihted/flashing crossing options to get to bus stops.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a key path to help folks access Montavilla CC, Gateway Green, and connect East Portland and Portland (over the unofficial boundaries of 82nd/205), and dramatically improve safety.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This will dramatically improve safety for children and families living west of 82nd Avenue and/or south of Glisan attempting to access Montavilla Park.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This project is needed to support pedestrian and bicyclist safety on SE 82nd.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Great idea that will save lives and also spruce up Montavilla's 'main street.' Happy to see this on the list
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I live near Glisan and 47th. This addition to the Glisan bike lanes would allow me to make safe, convenient bike trips east of the 205 or onto the 205 bike path.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Separated bike lanes on Glisan will provide a great alternative for crossing 205 on a bike. I currently use the unprotected lanes on east Burnside for the crossing, and it's not a very comfortable experience, especially when the lanes disappear for half a block at Burnside & 82nd. Crossing 82nd on a bike feels dangerous to me on most cross streets, and I'd look forward to a crossing on a street designed with bikes in mind.

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Project Name	Applicant	Support Rating	Comment
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This portion of Glisan is in dire need of traffic control. I live at Glisan and 85th and my neighbors and I have a shared photo album documenting all the accidents that occur along this corridor. In the last 6 months alone there have been at lease multiple incidents where motorists either drunk, excessively speeding or aggressively driving or any combination have crashed through fences, telephone poles, bus stops, pushed cars the length of a block and a half, hit bicyclists, pedestrians, and other cars. People exiting the freeway are still driving freeway speeds. There is a day care in the neighborhood that has had numerous cars drive into the yard. It is not a matter of if a child's life could be taken from these reckless drivers, but when. Additionally there is a University campus along this stretch that creates a lot of pedestrian traffic as students park in the neighborhood and attempt to cross 5 lanes of traffic to get to school. Please please please fund this projects before more lives are lost along this portion of Glisan.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I'm glad to see Glisan slowly become a proper neighborhood street. This area (most east of 47th) turns into a bit of a drag race with intermitted street parking. I would like to see grade separated cycle lanes within this project
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I have lived on Glisan at 85th since 2009 and can't count how many accidents we've witnessed. It's essentially a highway in a residential neighborhood with a college, early learning school and park. This project is long overdue to address the safety of not only the lives of my family but those of my neighbors and the community at large. Thank you.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This corridor is so overbuilt at the moment. You have so much right of way to work with. These improvements sound lovely. You've got one big chance to do this. Make it beautiful <3
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This would help my commute and needs improvement!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This should be done. It is needed for basic safety
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Enhanced crossings much needed in this area. I'm interested in a safer travel experience on Glisan for all modes.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This street is so wide and there's not enough crossings. Please fund!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Please help improve that are for entering 205 on-ramps in both directions. It takes what feels like an unnecessarily long time just to enter the are on Glisan. So many stops and pauses in lights. What's purposed sounds like it will help that.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	I drive through this area everyday and the improvements would make it so much safer and efficient. Safer for bikers and pedestrians in a heavily trafficked route to 205, 84 and driving towards 82nd. This neighborhood could use some TLC as it is a lower income area in general.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a high traffic intersection near schools and major public transit lanes. If our intent is to encourage use of public transit we need to improve safety. 82 Ave has the highest pedestrian deaths in the city and improvements to this section will hopefully improve pedestrian safety as well as encourage the use of public transportation and bikes.

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Project Name	Applicant	Support Rating	Comment
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Glisan and 90th is very dangerous for children to cross. Commuters in cars are using Glisan to speed very fast up the hill on Glisan to get from SE Portland to Washington State, etc. on I-205. Cars are always going over the speed limit up the hill. There is very poor visibility because of the hill. There's also a big problem at Glisan & 90th because 90th is not aligned on both sides of Glisan. 90th needs to be aligned to be the same on both sides of Glisan. There needs to be a red light at the intersection of Glisan and 90th. I feel very sorry when I see a child trying to cross 5 lanes of traffic (including 90th not being aligned on both sides of Glisan and not knowing if cars are going to turn onto Glisan or go straight across Glisan. I support the whole length of the Glisan project because this is a very dangerous street for bicycles. Thank you!
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Crossing 82nd and 205 is dangerous for all users, but pedestrians and cyclists are at the greatest risk. This will give some security to the most vulnerable road users.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Thus street is crazy to drive on for no reason.. Too congested and busy fast traffic. Better changes for signal intersections and lane consolidation would be nice.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Slowing and calming traffic on this section of Glisan is incredibly important for making the neighborhood safer for pedestrians, cyclists, and drivers. There have been serious car crashes at both Glisan & 82nd, and Glisan and 205, when speeding vehicles get to the end of this stretch. There is no reason, or need, for there to be a 4-lane highway through this area that passes homes, a University, businesses, and a park and community center. Taming this stretch of Glisan will make it much easier to travel through this area and access the park and neighborhood via foot or bicycle. I bike, walk, and drive in this area, but I never bike or walk along this stretch of Glisan, as it is far too dangerous with narrow sidewalks right next to drivers swerving and passing to go 50+mph through here. Please provide on-street parking and bike lanes that will help buffer the sidewalks, and narrow the road so traffic slows and safety increases. It is amazing that no one was hurt when the speeding west-bound pickup truck crashed through the park fence and into the playground! Slowing traffic in this stretch will also help calm traffic that is headed westbound on Glisan past 82nd.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	Addressing this high crash zone will rejuvenate the livelihood of the surrounding community and the connectivity to the area east of 205. The sooner it happens the better it is for all members of the neighborhood, residential, business or educational.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This area needs better connectivity from 82nd to downtown and improved safety.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	We live in the Montavilla neighborhood, west of 82nd and south of Glisan. Montavilla Park is the closest park to us, and we have a very young child. We want to safely walk to Montavilla Park, but needing to cross both Glisan and 82nd is challenging - particularly crossing 82nd at the 82nd and Glisan intersection. This project would help us and many other families safely access Montavilla Park and the Montavilla Community Center in a neighborhood that is lacking places to play for young children.

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NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This stretch of roadway has a toddler daycare, a University campus, a Community Center (with pool), and private homes such as ours. The speed at which the majority of cars race down this stretch of road is outlandish during all hours of the day and night. This is not an exaggeration- My family is afraid to walk down this road due to the speed cars travel and the number of times this has brought cars over the curb into telephone poles, cars and trees. As mentioned, we live on this stretch and have witnessed a significant number of tragic accidents here that are all directly related to unsafe driving. We had a car wrap around the telephone pole next to our driveway destroying our own car (not once but THREE times!). A tragedy involving children at the day care next door to our home will occur if safety is not prioritized soon. This is not a highway, yet the four lanes and straight road cause motorists to go as fast as they possibly can, often jockeying between the lanes to beat other motorists for position. There is NEVER traffic stopped heading east until the traffic lights near the highway. Having two lanes is not necessary for car movement except to allow for unsafe speed conditions. This stretch of road also connects communities and Portland is being represented as a city that does not care about its citizens when a blatant safety concern is ignored here. Families come to bring their children to University and witness this safety issue and don't choose to stay because of things like speeding cars and not being able to walk down the road. This generally promotes strongly negative behaviors for motorists which impacts all of Portland. This is not about making this stretch of road "pretty"- it is about helping people like my family live safely that want to move around our community just to get to work and school and the community center.
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a really important project to improve safety and multimodal mobility in a dangerous stretch of roadway. Please fund!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	1	Seems like this would save lives in a scary area for pedestrians
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	1	Riding my bike often in this area and yes it's time to do something here !
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	3	PBOT is planning to put lipstick on a pig. This is all wasted money; what MLK needs is a full road diet, cycle tracks, elimination of traffic signals in favor of roundabouts, square-abouts, and plazas, and in general an acknowledgement that the current design was delivered with racist intent, and that a future design must roll back the efforts to divide the black community in order to promote white suburban automobile commutes. Go back to the drawing board, PBOT, and come back with a project that acknowledges the damage and seeks to build community rather than putting band-aids on traffic sewers.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	4	Visibility on MLK for pedestrians isn't great. The more trees the merrier so please add more, but maybe put them in advantageous places (and please maintain them after being planted!)
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	4	This is a very pedestrian frequented section of road, and I love using it even in cars. The proposed changes would drastically improve relations between all travelers.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	4	I live not far from here and this seems like a good opportunity to right some historical wrongs but giving people safer options to disembark onto MLK. Also, I ride the 6 semi regularly, using it to get up to my mom's house. Improving these stops along the way would help everyone.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	4	MLK is too much of a barrier that separates physically and perceived NE Portland. Signal are far apart and traffic is heavy and fast. Traffic needs to be slowed down and pedestrian crossing more frequent with safety related improvements.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	4	Would be good to have signalized crossings for better traffic control.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Please fund this project! I live very near MLK, and use it many times per week. People crossing MLK literally take their lives into their hands--it is highly dangerous, narrow, with speeding traffic. Enhancing crossings and providing additional lighting will make a huge difference in the safety of this major road in NE Portland. Thank you.

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NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I currently live nearby and there are not enough places to cross MLK, especially need more places to cross between Russell and Hancock. Of course, people cross the street anyways and it is not very safe. The bike crossing at Tillamook and the pedestrian crossing at Knott often make people walking or biking wait multiple cycles after pressing the button or triggering the sensors. I would take the 6 bus more frequently if it were A) reliable and B) safer to cross the street to get to the bus stop to catch the southbound bus in front of Ox without going up to Russel (several blocks out of the way). I often just cross directly over.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Hwy 99 is a highly important North-South transit route, but feels incredibly hostile to pedestrians and transit users. Improvements would make it feel safer.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Much needed!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I have lived off of MLK for 5 years. Crossing this busy street is challenging at any time of day. While there are signalized crossings, they are often few and far in-between. Crossing on foot or by bike is challenging at the unsignalized crossings because there are 4 lanes of fast moving drivers who need to see me and stop in time. I have had many close calls with a driver in the outermost lane failing to yield and almost making me another statistic. I don't want to be a statistic. Further this street serves more as a barrier in these neighborhoods than a main street. It is loud, polluting, and busy. It fails to have any significant businesses that maintain a walkable appeal. But the few that do exist (Vanport plaza to name one) require crossing. And, as someone who frequently rides Trimet line 6, many bus stops do not have safe crossings joining them. These crossings are specifically lacking south of Fremont and north of Alberta.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I support this project because there are limited places to cross NE MLK on a bike or on foot due to its width and the speed of vehicles on it. The project would allow me and other people I know who live car-free or car-light to access healthcare and other opportunities more safely.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	We need to add more Crosswalks with a Traffic Signal or a HAWK. Also to add more Median Trees and Streetlights. Traffic Signal Upgrades to New McCain Heads with Yellow Reflective Borders. Eliminate Walk Signals to Manually, so that way Vehicles can have a Flashing Yellow Arrow when its Clear.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This project is desperately needed to improve safety on MLK. With poor pedestrian crossings, high vehicle speeds, poor bus stops, and lack of bike infrastructure, I rarely feel safe as a pedestrian.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	School boundaries cross MLK, and in order for children to safely get to school and gain the independence of walking alone as they get older, this is a key project. Businesses are disadvantaged by unsafe crossings, or lack of them, and improvements will bolster economic activity here! Please help keep the central city and historic area walkable and vibrant!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Crossing MLK is terribly unsafe at this point in time. We are a family on the west side of MLK that crosses at the Bryant St crosswalk to get to Woodlawn Elementary 4 times a day, and the number of close-calls we've had are uncountable. We want to continue our walkable route safely, and encourage more folks on the west side of mlk to travel by bike or foot. The area from Dekum north to Lombard is particularly treacherous, as folks start to speed up as they head down the hill towards Lombard. The sidewalks are very close to the speeding traffic, as there's no really shoulder on the road so even crossing at the light on Dekum is nerve racking. We truly need more visible crosswalks, and a light at the Bryant crossing would be so valuable, as it's a green route as it is.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I think this corridor is incredibly important to facilitate crossings. The speed, visibility, and number of neighborhoods that boarder this makes it a priority project for safety improvement. MLK is a major corridor for the area and can be very dangerous to cross.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Key for safety and continued growth along that corridor

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Project Name	Applicant	Support Rating	Comment
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	The estimates of these projects is mindblowing. How does putting in three crosswalks/signals cost 5 million dollars?
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Improved pedestrian safety is desperately needed on MLK. Crosswalks with pedestrian refuge islands would help, since the street is so wide. Also, need more frequent crossings for peds and bikes.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I live in this area, take public transport and bike and walk with my kids. I definitely want to see more safe space for us! This is currently a busy and car-centric road, but I am one of many who live and work here and don't drive. Also all the teenagers and kids going to the shops and cafes need safe crossings.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I live on a block right off MLK Jr. and often drive, bike, and walk down this corridor. With the proposed improvements, I would be much more inclined to walk and bike over choosing my car to go get food at the food carts, pick up my medication at the Walgreens, and even walk over to go volunteer at the Oregon Humane Society. There are a handful of shuttered businesses along the northern tip of this corridor, close to Lombard, and this project would contribute to much needed economic opportunities for small business owners. I am highly in favor of this project! Thank you so much.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Easier & safer for users of public transit. Very high density area.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	We badly need a sufficient crossing at NE MLK and NE Bryant for both pedestrians and bike traffic. Bryant is the greenway through this neighborhood and the crossing is MLK crossing absurdly dangerous. NE Bryant between MLK and Vancouver is also in desperate need of paving, it's among the worst bike routes in the city and someone is going to get their tire stuck in a crack eventually and get seriously hurt. I understand that the crossing at NE MLK and Buffalo is receiving some improvements for school crossings, but that should not prevent or lessen the priority of improving the intersection at Bryant, which draws even more traffic and is used by more than just the school-going population.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This project is an important step in improving safety on this boulevard, which is a major transit connection site. It also further supports the county in the city of Portland's goals to achieve vision zero as well as implement the PDX pedestrian plan which are commitments already made by local leadership.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK divides the neighborhood even more than I5. Atleast the cars on I-5 arent speeding by businesses and the many people waiting for the bus and walking along MLK. The numerous BIPOC-owned businesses and their patrons deserve a corridor where they can feel safe and prioritized by the city/metro. I recommend that this project look into expanding sidewalks as much as possible on minor streets for bulb-outs. I also hope to see the feasability of providing BRT along this corridor and what it would take to upgrade sections for BRT.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I know this project came out of partnership with the Soul District and it has been long wanted by the Black community. Please fund this so it's easier to walk across MLK and access local businesses.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK Blvd is a dangerous, high-speed street cutting through residential neighborhoods on both sides. Crossing the street is extremely difficult and frankly scary, as is making left turns at intersections when in a car or bicycle. The Albina community has been waiting many decades for these improvements. Please fund these critical safety improvements on MLK Blvd.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK is a good street to keep cars on, but with really dangerous crossings. Refuge areas at some crossings, especially Bryant, are needed - Bryant is a Greenway with an unprotected crossing
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This critical route through tyhe East side needs modernization and safety upgrades.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This is the 2nd most important project on this list, after W Burnside.

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NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	this would help a historically underserved community get better access to it's central, nearby locations, while improving safe access across a major roadway and high crash thoroughfare.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	yes please do
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	pro, pro-safety, pro-transit, pro-this community, thank you for investing in this community!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	YES! this would be a wonderful improvement on the current area, which is difficult to cross and transit is hard to access. improving these would improve dramatically access to commerce on BOTH sides of this major roadway., PLEASE invest in this project!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	My family and I have to cross MLK Daily. I have to cross MLK several times a day on bike. It is really stressful to cross at NE Bryant. I hope there are plans to make this intersection safer for people walking and biking. Many families live in the apartments on both sides of MLK and have to access the bus stops there.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	In 2013 I was a pedestrian crossing the street at NE MLK and Dekum, at a green pedestrian light with the little walking man signal going to indicate it was my turn to go. However, it was the type of light that does not have a protected left turn for drivers. Instead, drivers are supposed to check for pedestrians and then should turn if it is safe. A driver did not check for pedestrians before turning, and ran her car right into me at high speed. It was a terrifying, traumatic, and painful experience, and I spent years physically and mentally recovering. I had PTSD and panic attacks for at least a year, in addition to neck, shoulder, and back injuries which have never fully healed. Improved crossings, signal modifications, and intersection lighting along this high-traffic corridor will make this neighborhood safer for pedestrians, bicyclists, drivers, etc. I would not want what happened to me to happen to any other person. While the driver was at fault for not checking before she turned, that type of intersection signal is also inadequate. If the pedestrian light is green while the driver light is red, and then the pedestrian light is red while the driver left-turn signal is green, then that prevents this type of accident from happening. More signage or other kinds of traffic calming devices to alert drivers to slow down and watch for pedestrians would be helpful too. Eg. Flashing lights to indicate that a pedestrian is crossing NE MLK.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Great way to connect neighborhoods on both sides of MLK and bring foot traffic to businesses. At the moment the design of MLK discourages crossing and pedestrian traffic. Should also add blocks on NE 7th to ensure cars aren't using 7th to bypass new traffic signals on MLK. Cars already speed up 7th Ave when traffic is congested on MLK.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	We desperately need pedestrian lights on the crosswalk on NE Bryant and MLK. It is the zone for Woodlawn Elementary school and there are kids who live on the other side of MLK from the school who walk to school and cannot cross MLK safely without lights at the crosswalks. NE Bryant is also a greenway. It makes it incredibly difficult to bike across MLK on that greenway without lights. Cars do not stop and MLK has four lanes to cross.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Often when I cross MLK on bike it feels like a more stressful crossing and I hope this enhances safety / comfort.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This will be such a valuable project for so many residents and businesses to help bridge N and NE neighborhoods.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Crossing MLK outside of a car is a poor experience in most places. I've commuted across MLK by bike for more than 10 years, and the recent PBOT project that added a signal at MLK & NE Going St has finally made the crossing feel safer. Creating more safe crossings like that in more places will help connect the neighborhoods on both sides of MLK for more people. The safety benefits should be large since MLK is usually busy with pedestrian traffic.

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Project Name	Applicant	Support Rating	Comment
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I cross this area frequently and it feels like cars routinely drive 10-20mph over the limit. I also routinely see cars blowing red lights throughout the day. While I'm thrilled and support the upgrading crossing, I worry about the erratic driving behavior and its impact in people existing in the area. Furthermore, I would like to stress design consistency in the project area. The newer cycle crossing at NE Going is excellent but is different than most crossings around the area. Specifically, it is not immediately clear if I should wait for the light while cycling. The offset button makes me think that I shouldn't use it since it would cause me to be closer to the curb, and give the impression to other vehicles that I am yielding space.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Cars on MLK do move at higher speeds and many Greenways cross it so anything to increase cyclist/pedestrian safety is much needed
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I support all of the proposed changes. Also, with I-5 immediately nearby, the line 6 could easily be upgraded to BRT with BAT lanes. One private vehicle lane in each direction is adequate, especially on what could be such a beautiful main street
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Traffic gets really backed up on MLK, people drive too fast, and people waiting for the crosswalks can be hard to see as a driver. There are also large holes where man covers are that can cause damage to vehicles, or wrecks when trying to avoid them. I take this route to work and traffic congestion can be unpredictable.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK is sandwiched between multiple walkable and bikeable areas of commerce and activity. Having safer pathways between these area would make the neighborhood even more accessible. The safety of some of the current crossing is terrible and in need of an upgrade. This is already an area where people that walk and bike frequently. The improvements proposed to this area would greatly benefit the community! Safer crossings and more walkable and bikeable crossings in this area would be happily used by the community and visitors between communities.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK is a dangerous mix of cars and people - anything that can be done to safeguard pedestrians should be a priority for funding.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	It would be nice for buses on MLK to have some form of signal priority so that they can operate with fewer delays.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	cars travel much too fast on MLK
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	The speed of traffic along NE Dr. MLK Jr Blvd is unsafe and these improvements would make a significant difference to the community!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	MLK Jr Blvd has the highest concentration of affordable housing almost anywhere in the US. We have move thousands of low-income families onto a busy "freeway" type of street and it is challenging for businesses, their customers and residents to navigate the "frogger" experience of crossing the streets. feeling safe on sidewalks and being connected to their neighbors
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	NE MLK can be very difficult to cross as a biker or pedestrian. Any improvements would be welcome.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	I live near MLK. I would like to make it safer to cross and walk along!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Support public realm improvements that are safety and user-experience focused that encourage shared transit.
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	This important project builds on other work in the corridor to improve safety and access to transit in this key corridor. It will help leverage the prior investments in the corridor to ensure full impact. Please fund!
NE MLK Jr Blvd Safety and Access to Transit	Portland Bureau of Transportation	5	Can we widen MLK Jr Blvd to 5 Lanes, 2 Travel Lanes in each direction with a Center Turn Lane. Upgrade All Traffic Signals to 12,12,12 with Reflective Borders. Flashing Yellow Arrow to be turn on with Less Traffic. Pedestrian Signals need to be on Manually by pushing the button.

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Project Name	Applicant	Support Rating	Comment
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	1	Prescott is not wide enough to accommodate neighborhood traffic, busses and bike lanes. The funds can be better spent on other projects.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	1	I bicycle this route quite often, and would definitely appreciate safety improvements here, especially because it is one of the few ways to get across I-205
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	1	I do not support this project in any way shape or form. Parking lanes are needed on Prescott for a large number or residents in homes with no driveway. This is where they park. There are many other bike lane options on other streets. They can also use side streets. This is unnecessary and a waste of funds.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	2	Ugh. Stop prioritizing bike lanes in highly congested traffic areas. Adding bike lanes will not increase bike traffic and reduce car traffic. Just look at the modes of travel people use in these areas. It will be an utter waste to spend money on bike lanes. Pedestrian safety and easier access to public transit is great. Bike lanes that will be difficult to main, will collect gravel, vegetation, trash, and other debris is a total waste of tax payer dollars.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	3	Yet again, PBOT is taking a scattershot approach to delivering a complete bicycle network. This project will leave bicyclists stranded at NE 72nd avenue when heading westbound. PBOT, go back to the drawing board, and come up with a project that provides complete, seamless links in the bicycle network. This project should extend all the way to the NE 7th Ave bicycle greenway, Stop planning for half-measures.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	3	I'm not entirely convinced a bike lane is necessary between 72nd and and 205. I ride my bike down Prescott all the time, and for 80% of the trip there's plenty of space and I've never missed having a bike lane. There's just a few specific locations that could use bike accomodations: (1) Prescott/82nd (2) Prescott/Sandy, (3) the 205 overpass, (4) connecting with the 205 greenway (there's no ramp down on the westbound side, and no crossing). If you just made those few locations safer for bikes, they wouldn't have to touch the rest of the street. Prescott east of 82nd COULD defintely use better pedestrian access; large sections of it have no sidewalks and no crosswalks.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	4	This would provide safer routes for pedestrians and help with flow.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	4	This seems to be a good use of funds. Someone needs to focus and address the badly maintained sidewalks all over Portland. These sidewalks are in danger states of disrepair and makes it impossible for disabled people using wheelchairs and scooters to travel on the sidewalks.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	4	This is a critical thoroughfare that is sorely in need of updating. The improved connections with the FX bus and 82nd ave are sorely needed. Do fund this project!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This street has some challenging crossings and a lot of opportunities for improvement. The 82nd project has been through very extensive community engagement with formal groups and engaged community organizations and I think a lot of folks have been able to weigh in so these are well considered changes.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project is vitally important to me and my family, as it provides a crucial, safe, bike- and pedestrian-friendly connection along Prescott, across the highly dangerous crossing with Sandy.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project will have a massive safety benefit. As someone forced to ride this section of road for work 5 days a week because it is the only crossing of 205 in the area, having a bike lane would greatly increase the safety of that section. The wide road allows people to blow past the marked 25 mph speed limit routinely. This new lane would add a level of safety and comfort for me to ride with my family to the Gateway Green or the Winco grocery store because we will have a safe way to get to the 205 path. The extra-wide parking lane is rarely used, and the cars that are there tend to show damage from other cars hitting the mirrors and sides from driving so fast down Prescot. This will also help encourage drivers to go slower as they head west towards Scott Elementary School

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Project Name	Applicant	Support Rating	Comment
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project will have a massive safety benefit. As someone forced to ride this section of road for work 5 days a week because it is the only crossing of 205 in the area, having a bike lane would greatly increase the safety of that section. The wide road allows people to blow past the marked 25 mph speed limit routinely. This new lane would add a level of safety and comfort for me to ride with my family to the Gateway Green or the Winco grocery store because we will have a safe way to get to the 205 path. The extra-wide parking lane is rarely used, and the cars that are there tend to show damage from other cars hitting the mirrors and sides from driving so fast down Prescot. This will also help encourage drivers to go slower as they head west towards Scott Elementary School
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	The stretch of Prescott between 82nd and I-205 lacks sidewalks on both sides. It's a busy street, with a curve that makes it harder for motorists to see pedestrians who are forced to walk in the traffic lane, since what little shoulder is available is often muddy or inaccessible. Adding sidewalks to improve accessibility and safety should be a priority. It is very difficult for Parkrose residents to access points west of I-205 without getting in a car.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a route I take to work every day and it's needed some type of facility for years.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I need a safe bicycling connection from my home to the 205 bike path and this would accomplish that.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	For Building a Better 82nd to be truly successful, it is essential that connecting routes be upgraded. Prescott is particularly important, as it has the ability to connect the 70s Greenway to 82nd and on to the 205 Bike Route: all routes that my family regularly uses. Please fund this project!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Please also included hardened infrastructure between the bike lanes and traffic. Any improvements to crossing safety at 72nd/Prescott would be greatly appreciated -- cars are aggressive here.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I ride this route regularly. Parked cars reduce the width below what feels safe, and the edge of the road is frequently filled with debris. A safe connection from this route to NE 92nd near Rocky Butte would be very valuable. Nobody should be asked to ride near 82nd and Sandy.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I strongly support the Northeast Prescott Street: 82nd Avenue Multimodal Safety and Access project. This improvement would significantly increase the safety of my family's daily commute and provide much safer access to Gateway Green for biking and recreation. Investing in safer crossings, signals, and bike lanes is essential for making our neighborhoods more connected and accessible for everyone—especially those who rely on active transportation.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This corridor is a key connection across I-205 between outer east Portland and the inner city in an area of the city that lacks safe connections for pedestrians, cyclists, and other active commuters. I personally use the Prescott overpass when I travel by bike between my home in Madison South and destinations in far northeast Portland, such as Costco, Cascade Station, and the North Lake Physical Therapy clinic. I can attest that cycling along Prescott between 81st Ave and I-205 is stressful and unpleasant, where I'm faced with the dangerous choice of weaving in and out of the lightly used on-street parking space and taking the driving lane and holding up impatient motorists behind me. The intersection at Sandy Blvd, in particular is especially harrowing, as the paved shoulder on the west side of the street gives way to a gravel shoulder on the east, making it so that a cyclist must merge into general traffic in the middle of the intersection in order to avoid the potentially dangerous terrain. Reconfiguring this shoulder area into a buffered bicycle lane will go a long way to making me feel safer on NE Prescott. Further, it will ease the worries of my spouse, an autistic woman with severe anxiety around driving, who currently refuses to cycle into the Hazelwood/Maywood Park/Parkrose Heights area due to safety concerns along Halsey, Glisan, and Prescott. This project would open up her ability to shop in Gateway and Cascade Station, take our infant to the pediatrician on NE 122nd, recreate in Gateway Green, and otherwise engage with our neighbors and community to the east in a sustainable and enjoyable way.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Inrode this route regularly woth my young child. Having buffered lanes would be an amazing improvement tonour daily lifes and a signal to other road users that cyclists have a place on NE Prescott!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is an excellent project that I strongly support for funding. There are no bicycle connections at all in this area crossing I-205, and the pedestrian environment is very difficult. The on-street parking is barely used and makes the roadway wide and unpleasant to walk or ride along. This area has been lacking in investment for so long. Please fund this project!

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NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I live right off Prescott and this area of Prescott has always felt incredibly dangerous but the only way I can access the 205 path or the Parkrose neighborhood.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This would make a huge positive impact for those of us that live in D1/East Portland. There are very few ways for us to connect with the rest of Portland by bike or on foot, and almost none are protected and safe. Prescott is a vital thoroughfare for cyclists on the east side to connect with the greenways throughout Concordia and Alberta. It's biggest downside is that it has no bike lanes and is notorious for cars speeding down. Giving us cyclists proper protection like concrete lane dividers would be immensely helpful. For me to get really anywhere by bike, I have to use Prescott and the I205 path. So any steps to make that safer would positively impact myself and everyone else that lives in Concordia, Parkrose, Argay, Maywood, and the rest of D1
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would improve safety and allow this section to be "future proofed", as cyclists use this corridor daily. Not only that, but there are lots of families with kids getting to school. NE Prescott is an amazing Segway to get to the east. I have ridden it for decades. As the traffic increases, it gets harder and harder. And, this section has a lot of newer families, it is a thriving area of Portland in an otherwise downturn of our city. The businesses on 72nd and Prescott are thriving with the amount of people visiting them. (Just look at Johnnys coffee/Upright Brewing on the Northwest corner of 72nd/Prescott on a sunny day.). The Going bikeway is fantastic. That is the segment going west. This project would really be a great addition in terms of safely getting to and across 82nd. Certainly, Gateway Green brings riders along this route, as well. The sidewalks on this route are not wide enough, they have power poles in the middle of them, etc. So, riding on them is not feasible (legality aside on that one, as safety is still more important). For the benefit of transportation, our future generations, along with the current ones, please, put the dollars into bike lanes along this corridor. It would continue to strengthen our fantastic cycling infrastructure.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would improve safety and allow this section to be "future proofed", as cyclists use this corridor daily. Not only that, but there are lots of families with kids getting to school. NE Prescott is an amazing Segway to get to the east. I have ridden it for decades. As the traffic increases, it gets harder and harder. And, this section has a lot of newer families, it is a thriving area of Portland in an otherwise downturn of our city. The businesses on 72nd and Prescott are thriving with the amount of people visiting them. (Just look at Johnnys coffee/Upright Brewing on the Northwest corner of 72nd/Prescott on a sunny day.). The Going bikeway is fantastic. That is the segment going west. This project would really be a great addition in terms of safely getting to and across 82nd. Certainly, Gateway Green brings riders along this route, as well. The sidewalks on this route are not wide enough, they have power poles in the middle of them, etc. So, riding on them is not feasible (legality aside on that one, as safety is still more important). For the benefit of transportation, our future generations, along with the current ones, please, put the dollars into bike lanes along this corridor. It would continue to strengthen our fantastic cycling infrastructure.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is an essential piece of bicycle infrastructure. Adding a car blocked bike lane makes sense.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	one of the only connections across I-205 in this area, better multimodal connections are sorely needed
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	anything to facilitate 82nd ave FX development and fix the heinous issues on 82nd in genera.

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NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I both drive and cycling on this connector frequently and it seems to be heavily used by cyclists (oftentimes with kids) to cross the 205 corridor from NE PDX.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This would be a complete game changer for me and allow me to safely bike with my family across Sandy/205. Currently we always drive because it's too high stress with the car speeds and lack of good routes (the existing Going greenway is very bad for getting to the 205 path from west of 82nd)
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I live on Prescott and 81st and bike, walk, and drive there. We frequently see and hear cars racing down Prescott and 81st. We are so glad to hear that there may be some traffic calming in this area. Bikers use our street (81st) frequently and could use better support getting to the 205 bike path. Please fund this!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	there are so few neighborhood connexions to the I-205 path in this area, it makes sense to improve this one.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Please consider the following: Add speed bumps to this stretch of road. This area of the road is flat and generally free of policing so reckless drivers often race down it for fun. Consider making the lanes protected as well, there is more than enough space for it and it will be a popular connector for bikers east of the 205.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Gateway green is a destination for cycling, but so many people drive there now because the connection feels unsafe. This would be a huge improvement in my ability to safely access the park without having to drive there.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I live west of that area. I ride Prescott to the 205 multiuser trail but it does not feel safe! This project will be terrific. Any project that makes it safer for cyclists and walkers will get people out of cars, make traffic flow quicker, reduce deaths and reduce tailpipe pollution.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a corridor that can connect east Portland green space. This Prescott corridor would connect to the 72nd Roseway Parkway which has a new car free pedestrian only "Mason St. Plaza". Also, Rocky Butte is in the process of a proposal to be opened to public recreation, and Prescott St would provide more direct access to the proposed north trailhead of Rocky Butte. Furthermore, this Prescott Corridor would connect to the Greenbelt at the City of Maywood Park and support access to Gateway Green mountain biking park and also to Gateway Transit Center. This project has great potential to connect to many other transit centers and pedestrian access to greenspace.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Critical safety project for all users. Provides access to the I-205 path, which is current very dangerous to access from the west side of 205. Also, a critical connection to a major transit center (Parkrose TC).
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I walk to the library along this route because I don't want to be mistaken for a prostitute on Sandy (so I cut up the hill on 80th from Prescott to Gregory Heights), not because I'm dressed like a prostitute, but because the only women you see walking alone on this stretch of Sandy usually are. Part of Prescott has no sidewalks and cars whip through there going so fast. I also use Prescott to cross 205 on my bike when I ride to work. This section doesn't have any bike lanes either and every day I make it without dying or getting hit feels like I won a lottery. It's only a matter of time. The cars are fast, the curve is blind, and there's no protection for pedestrians or bikers. And there's no other route available because Sandy is absolutely out of the question and there are no other streets that cross 205 and 82nd. If you're on foot or pedaling, you've got no other option but to take your life in your hands on this stretch.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would directly effect a large number of people, including thousands of schoolchildren attending schools like Roadway and McDaniel and the community center. Quite a few take the bus or drive themselves, and they are often out in traffic around 82nd. This area is currently pretty unsafe, esp for pedestrians and bicyclists. Anything that makes them safer is high priority.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would be a HUGE benefit to the neighbourhoods on both sides of 205. The current biking/walking connections are very lacking
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a high pedestrian and car traffic area, and the riskiness of that combination I think makes it difficult to maintain local businesses.

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Project Name	Applicant	Support Rating	Comment
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Love this project. Another and perhaps cheaper option would be leveraging the upcoming Mason greenway. South of where it will end at the 77th ave greenway connect east to 81st via the alley paths on Skidmore (the dotted lines on the map) then continuing on Prescott/81st to the 205 at the intersection. This utilizes the new Mason greenway while still making an eastern connection to the 205 path. It eliminates the need for lanes from 80th to 72nd while using the new approved resource, the Mason greenway.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	There badly needs to be a connection from NE Portland to the I-205 MUP that isn't Marine drive or a busy road. Since you did not complete the promised east-west connection from Gateway to Rose City Park, that s Prescott connection is now a must-have project.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Transforming 82nd from a stroad into an honest rapid transit corridor will be huge for this part of Portland. It will also be big help in reaching Vision Zero.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Safety is an issue on Prescott including the high number of cars that speed from Sandy down 82st to Prescott. Bike lanes will add to a better 82 and the adjoining streets. These changes would make the neighborhood feel safer and has been needed for a long time.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This would vastly improve access for Sumner neighbor residents to get to the 205 bike path and Gateway Green. Also to a safer biking greenway like Going St at 72nd or Alberta. Currently Sumner residents have no direct access to biking greenways.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I live just off of NE Prescott near 82nd, I walk this area all the time with my two young children. One of them I take to the daycare on the corner of 82nd and Prescott, by putting in traffic calming measures would make this particular corner much safer for all the children that go to this daycare. and with these traffic calming measures I think that it would help reduce that amount of traffic that uses our street to bypass the section of 82nd between NE sandy and Prescott. so often during rush hour cars speed down our street to try to avoid traffic on 82nd. putting in bike lanes would also make me feel more comfortable riding my bike with my kids as i ride wirth them to school at scott elementary.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This area is a no man's land for biking, fixing this gap in the bike network would be huge.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I have feedback for the 82nd to 72nd portion, especially when this project looks to be underfunded. Why not extend the Mason greenway from 77th to 81st and link the new Prescott lanes at 81st and Prescott, instead of adding new lanes from 72nd to 82nd. It is how many bikers already behave. Additionally it links up to the plaza/mural that was installed at Mason/81st Ave in 2024, the perfect compliment to the plaza at 72nd.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Pedestrian safety across and along 82nd avenue is incredibly important and needed. Any improvements made should rank pedestrian safety of highest importance.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This is a key connection which gets especially scary the closer you get to Sandy (esp. from the west)
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I commute by bicycle along this stretch of Prescott street, and have for the past seven years. I have been struck by cars twice because of visibility issues caused by the on street parking. On top of that, I have had dozens and dozens of close calls with cars due to the lack of a dedicated bike lane. Implementing this project would make this busy stretch of street significantly safer for myself as well as other cyclists, pedestrians, and drivers.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Safe east-west bicycle routes especially over 82nd and the freeway are really important and provide sustainable transport options for a large range of residents
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This stretch of Prescott is very bike-unfriendly despite being low speed and a crucial connector between the park blocks at 72nd and further NE. Would love to see better accessibility here.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project fills in one of the many gaps in our active transportation network in east Cully. West Cully accommodates walkers and bikers well, but the accessibility gets worse the farther east you walk or bike. This project will also create a safe connection from Cully to the neighborhoods in east Portland. There are precious few places to cross 82nd that feel safe outside of a car.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Please support this mulitmodal project!

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NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project will help close a gap between the 70s greenway connector (PBOT project) and the I-205 multi use path. This would be huge as it creates a safer trip for non vehicle users to the Gateway Greens bike park. Prescott does not have stops between 72nd and 82nd Avenue so vehicles are often traveling at high rates of speed in the wide road. Reducing the width of the road may decrease travel speeds making it safer for pedestrians and non-vehicle users.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I would like to see physically protecting bike lanes in this area, especially crossing over I205
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This one seems like an easy win. There are very few cars parked on street and the road is very smooth and in good condition. Bike lanes and crosswalks could be very easily and cheaply implemented
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Keep funding 82nd, we love it!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project demonstrates a commitment to public safety that the community living near 82 Ave deserve. This area has the highest level of pedestrian deaths in the Portland area and if we plan on encouraging public transportation we need to commit to public safety as well.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Prescott is one of the few ways for cyclists to cross 205, and one of only three that is not a High Crash Corridor. It's the only way to traverse 205 north of Ricky Butte. It's also one of the few ways for people to access Gateway Green. These upgrades will improve the safety of this route. If we're serious about climate change we need to make it safer for everyone to traverse across 205.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project supports increased livability in this area and promotes safety for pedestrians. I live on these blocks and frequently walk this area with my child, cars drive very fast and are not attentive to folks crossing the street etc.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	NE Prescott recieves a lot of non-vehicular traffic, improved safety and access would better connect the east side to downtown.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	This project would be great to connect the bike path from the 205 trail in the Cully neighborhood. I bike from work at Gateway and when I need to head west at Prescott it can be a rough & not very safe route. Following the current bike route is not direct and zigzags crossing Prescott. We need more bike safe infrastructure in the Cully neighborhood for students as well to get to both Scott & Roseway Heights.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	I am an avid cyclist who happens to live off of NE Prescott Street. I have cycled eastbound on NE Prescott Street, crossing the I-205 bridge and I can confidently say that this is one of the most dangerous places to cycle in the metro area. Because there is only one reasonable option (NE Prescott Street) to cross I-205 going east for cyclists, this problem must be addressed for all of the many cyclists (and pedestrians) who live east of I-205.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	An absolutely, much needed connection to the 205 path and Parkrose Transit station for those of us that use alternative transportation! Please make this happen ASAP!!
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Important project to improve bicycle access and circulation around 82nd Ave and I-205.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	Can we widen Prescott Street to 3 Lanes, One Lane in each direction with a Center Turn Lane.
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland Bureau of Transportation	5	60th, Curry at Prescott is a Very Dangerous Intersection, can we change it into a Roundabouts
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	1	The safety deficit for pedestrian and cyclists along Halsey takes precedence to moving cars faster through this corridor.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	1	What a waste of money. We should be eliminating traffic signals in favor of roundabouts, square-abouts, plazas, and other traffic-calming interventions that build community and deliver on Vision Zero. Do not fund this project.

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Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	1	Boo, waste of money. Do not fund.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	1	It's about time Portland dedicated funds to improving Foster - it's been a shameful abandonment of a struggling neighborhood.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	2	Add transit signal priority from the start. I do not care about freight signal priority.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	2	Add transit signal priority from the start. I do not care about freight priority.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	2	Doesn’t seem to be great need for this.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	3	Can we add a bike lane or at least a wide shoulder to Foster? It's a death wish on a bike.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	3	Ensure bike lane on Foster is preserved and remains protected for access from Lents to inner SE.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	3	Very important, highly utilized connection. This often-neglected road needs substantial improvements. I'd support a Multnomah commitment to dramatic improvements on the east side of the county.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	4	Lights take a long time, and Foster is otherwise the fastest route into town from the Portland outskirts
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	4	I drive this part of the Halsey (& Weidler Couplet) regularly. High speeds & lack of lane & signal clarity can make this an unsafe stretch of road. Signal improvements would be very much appreciated.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	4	As someone who lives adjacent to the 92nd & Halsey intersection, I often hear street racers and joyriders speeding down Halsey. Signal improvements to "rest on red" would be very welcome in order to curb that dangerous behavior. Additionally, as an occasional rider of the Trimet 77 bus line, signal timing that helps to keep the line running on time would be very much appreciated.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	4	Investment is needed in these areas
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	4	I feel very concerned for my safety when walking, driving or biking around SE foster & SE 92nd around the i-205 entry ramp. There are many confusing intersections, and blind turns, that cause danger to pedestrians and buildings. The neighborhood regularly and recently struggles with cars driving into buildings. The turn on SE Woodstock before SE 91st is particularly problematic and needs some intervention.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	These two projects seem like really strong connectors over the 205 corridor. Coupled with the glisan through street, I think this will open up opportunity east of 205 and allow for more pedestrian traffic to move towards the greenlines and mall 205. The foster addition will nicely connect growing lents neighborhood and allow that area to lean more into pedestrianism.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This sounds like a good project. This stretch of foster road is in dire need of improvements. It has lots of people driving too fast (witchh speed cameras or better use of signal timing could mitigate), not enough safe places to cross as a pedestrian or bicyclist, RVs parked in the bike lanes, and terrible pot-holed pavement for some of the driving lanes that makes it especially dangerous to drive on a motorcycle. Any money spent on this stretch of foster is money well spent.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	please do include better light timing on Foster especially around 92nd/205 interchange. These exits regularlly back up onto the freeway in peak hours so adding improvements here would be greatly beneficial. Also consider adding auxilary lanes to 205 for this exit to mitigate imapacts of this congestion.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	Traffic on Foster sucks and it needs to be improved.

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Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	Foster and Halsey have a chance to be safe, walkable and attractive areas of the city, bringing foot traffic to local businesses, but the cars are too dangerous for many families & small children. By focusing our funds on these core streets, the benefits can radiate throughout the communities & bring back thriving shopping & gathering areas.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	Foster Road is one of the most dangerous roads in Portland metro. Currently the Foster bus line terminates at 122nd. Are the proposed improvements part of the plan to extend transit east to 162nd.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	Foster Rd between 122nd and 172nd need big time improvements.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	The signal by the Fred Meyer and Halsey gas station here, just inside of 84, is insanely inefficient and dangerous. Even tuning that one would have a big positive impact on local traffic.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	High volume of student pedestrian travel and too much traffic bottleneck when school lets out. Needs safety improvements
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This section of Foster is a slow ineffective route from ~148th and Foster to I205. I'd love to see improvements in the driveability of this section in regards to light timing,
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This is an essential east west connection to cross 205. There are frequent car crashes and nightly chaos. I was hit by a car while riding my bike on 74th and Prescott in 2016. I frequently ride Prescott to sandy businesses east of 205 and would greatly appreciate the improved safety.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This is a high priority because gridlock is bad now and will get much worse as residential construction continues to grow east of 162nd. Also I wish Clatsop St east of 132nd could have a bike lane. Residents in this are have only cars to get around.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	I am writing to request the decision makers of this fund to please prioritize implementing measures to reduce the speed of traffic on Foster -- specifically, between SE 82nd and SE 92nd. I have lived on SE Foster for five years; in that time, we have seen an explosion of traffic. This can be attributed to the fact that new housing developments have been built between Foster and SE 89th and SE 92nd -- which is great for the community, but it also introduces more traffic to the area. Cars are constantly speeding down Foster. The Lents Town Center Monument is actually currently broken because cars keep hitting it. On SE Foster and SE 92nd, you can still see the crumbling building where a Tesla crashed into the building. Refuge Coffee House on SE Foster is missing a window because someone crashed into the building. And while it's easy for property damage to get brushed aside, here is the part that I am most concerned about: There are children that live in this neighborhood and the speeding cars are a huge concern. There's a daycare on SE 86th and Foster -- even one of their fences is bent over because someone hit the fence. Imagine if there had been a child nearby! Even for me, I have a two-year-old, and I am constantly scared of the cars that are speeding by him. Because my driveway is attached to Foster, I am constantly dealing with the traffic when I exit out of my driveway. Cars do not slow down. Some of them even honk at me if I dare exit out of my own driveway; they're speeding towards me at 50+ MPH even though it's a 35 MPH zone. At 50 MPH, this doesn't give me enough time to see them before they turn around the corner. Lately, I've just been relying on the reflection of the building, but even that doesn't give me enough time to see them. Accidents happen on the SE Lents Monument all the time, and even with the most diligent and careful driving, I fear it won't be enough unless changes are made to slow down the flow of traffic. Kids live there. People walk their dogs in the empty lot near the Lents Town Center. People from the apartments walk around that intersection all the time, because that building doesn't have parking and they're encouraged to walk everywhere. There are bars, restaurants, and shops in that stretch; there is no reason for it to be treated like a highway.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This street is so fast! Please fund this to help slow speeds.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	I believe this will be hugely helpful in moving east and west on Halsey with signal improvements. It can be difficult to navigate the area in a timely matter. Halsey is useful already but can be inproved.

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Project Name	Applicant	Support Rating	Comment
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	This area badly needs improvements and infrastructure upgrades. It is a major through fair for both residents and commercial drivers.
Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland Bureau of Transportation	5	western end of this Halsey section should be cycle friendly
W Burnside Green Loop Crossing	Portland Bureau of Transportation	1	This is a key IMPORTANT project
W Burnside Green Loop Crossing	Portland Bureau of Transportation	1	Do NOT add bicycle lanes to W. Burnside St.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	1	This is such a busy area that needs some love
W Burnside Green Loop Crossing	Portland Bureau of Transportation	1	The Green Loop is a nice concept but we need to invest these dollars more widely across the city and focus on access to greenspace for outer neighborhoods who do not have equitable access to trails, parks and other green areas. Do not fund this over more critical projects across the county.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	1	Removing car traffic lanes in support of this project is a terrible idea. There are plenty of other routes of travel by bike and using funds in this area to support bike traffic is a terrible idea. This is a highly congested vehicle traffic area, the worst thing you could do is reduce lanes for vehicles in support of bikes. Doing this will not reduce vehicle traffic, it will only increase vehicle congestion and make this area increasingly unpleasant.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	2	Seems very expensive for what we get, but certainly important.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	2	Seems unnecessary and potentially very disruptive.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	3	This is a real hairy area to exist as a human being outside of a car. I'm all for making it safer to move through this section. At the moment I just avoid entirely. With the new Darcelle Park coming, I don't want any obstacles to getting there.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	3	While this stretch certainly needs improvements, I think they can wait until after the Burnside Bridge rebuild. Better still, time them to be completed coincident with the bridge reopening.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	3	Downtown Portland already has more transportation infrastructure than surrounding areas. The money is better spent elsewhere.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	3	Old Town/Chinatown has een warned traffic in this area will be severely affected by bridge construction; are any portions of this work likely to be altered or removed for rebuilding, and better left for after bridge completion?
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	This will improve safety for pedestrians crossing in the area.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	Removing traffic lanes to add in bike lanes will ALWAYS be a good thing!! Decentralize cars as much as possible.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	This stretch of Burnside needs repaving, and calming. I'd be in favor of this project if it improves the road generally, in addition to creating more room for bicylists
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	Although this project will serve some of the people of Portland who live and work in that area, I am not sure that this is more important than repairing sidewalks. The sidewalks all over downtown and NW and all over Multnomah County are in seriously bad shape. Sidewalks are broken and missing chunks everywhere in Portland. I am disabled and I have to get into the street at some places; like near the 82nd St MAX station going away from downtown on the right side of street, I risk my life getting into the street with traffic so that I can get to my destination (Portland Animal Welfare). In none of these applications does anyone request funds to repair the sidewalks which are 100% impassable in many places in Portland including Downtown, NW, N, and I am sure everywhere in Portland. People using wheelchairs, scooters, walkers, and other devices find it impossible to navigate the sidewalks. Thank goodness for bike lanes!

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W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	This is a troubled area. I once admired the landscaped median, but the streetscape is now dated and with poor functionality. Traffic needs to be better directed and calmed. Pedestrian need every advantage crossing this perceived barrier. The needs for West Burnside actually extend all the way to NW 23rd Place. This area is populated and active and the streetscape needs to support those active needs - especially pedestrian and transit related infrastructure.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	Crossing Burnside can be challenging. Some pedestrians seem to think they can cross where ever they like, and some drivers think Burnside is an express way through town, though it is the fastest way through town. More safety improvements are very welcome for this area. Better communication with drivers, crosswalk stop lights and also lashers, is necessary.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	4	Need safer designated crossing locations and bikes to be separate from traffic.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Let's build a better Burnside! Seriously, doing this project while the bridge construction is happening seems like common sense.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This project is SO important to improving connectivity for peds and bikes in the highly congested and dangerous NW Portland area. Please, please fund this. Thanks.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	We need to invest in downtown
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I go downtown frequently- I shop there, recreate, and visit my daughter at work. My most common transportation is to park in a city owned structure and then walk and take the streetcar to various downtown & Pearl destinations. This project would make getting between Downtown and Old Town/The Pearl easier and safer. It would also ease my daughter's commute (by bicycle from NE Portland), and my husband's recreational bicycling. I'm really looking forward to this one!
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	A EB bike/bus lane will be a huge safety improvement!!
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	It's fine, but it's also pretty weak sauce, and only marginally contributes to building out the regional bicycle network we need. Why not add the cycle track for both directions on Burnside? Stop compromising in favor of more deaths on our roadways and more automobile throughput; what we need is less space for cars, and much more for people.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	The Green Loop is a transformational multi modal pathway that will connect downtown to the central east side. This crossing would connect the north and south park blocks and enable bike and peds to safely cross Burnside.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I support this project because it would help prioritize transit on a corridor that is a bottleneck for the entire system while also improving active transportation.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This impacts people visiting downtown from many other parts of the city and is a great step in improving multi-modal travel downtown.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	West Burnside is a significant hurdle for walkers, cyclists, and other non-drivers traveling north-south between Downtown and Chinatown/the Pearl District. Providing safe crossings, especially at the park blocks, would encourage multimodal travel by reducing risk of collision from high-speed vehicles and improving the comfort and enjoyment of walking/rolling on this route. Additionally, Burnside's design prioritizes auto traffic over transit, cyclists, and pedestrians, and this project is an opportunity to improve equitable sharing of the public right-of-way by giving cyclists and transit riders dedicated space, in turn providing pedestrians on the sidewalk a buffer from high-speed traffic. Personally, should these improvements take effect, I would spend time walking/cycling along the park blocks and engaging with nearby restaurants and retailers.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Downtown needs investment that will help bring walkers and bikers in
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	it's criminal that burnside, such an important street, is so dangerous to walk on. i think this would be a boon to the tourism industry downtown.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This is a necessary investment in connectivity of the city. It is a major impact to the safety and mobility of all modes, and will improve commerce in the area as well.

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W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This area should be the beating heart of Portland but instead feels forgotten. This investment could start to give this area the love it deserves.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Absolutely critical for both bikers and transit along this corridor. Also, critical to making the corridor more of a "main street" and supporting safety and business activity in a struggling area. There needs to be a west-bound bike and transit lane as well.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	How about getting rid of all the TENTS so people will actually use this West Burnside Green Loop Crossing? I have 6 businesses along West Burnside (the oldest for 25 years now) and they are all hanging by a thread because no one wants to come downtown BECAUSE OF THE TENTS AND ASSOCIATED DRUG USE. Also, maybe STOP GIVING THE TENTS OUT. Get a clue Multnomah County before we all go bankrupt.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This area sees a tremendous amount of pedestrian traffic and should be a priority to make safe. The whole area from Broadway to i405 is a major tourist area. It should reflect well on the city.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Making downtown a highly desirable place to live is key to a thriving future of Portland. We should always design cities for the people who live in them and not for the people who pass through them or dip in for work and dip out in the afternoon. Calming motor vehicle traffic and improving walking, biking, and transit are great ways to make a city a pleasurable place to live.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This section of road is dangerous to ride and improving it would make the connection from the Burnside Bridge to Flanders way easier and safer for cyclists.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This section is highly traversed by pedestrians, transit, bikes, scooters, and vehicles. It is a major east/west thoroughfare through a key downtown area. This project would also help boost safety, which is needed. Thank you.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Hope we can continue to invest in the cycling downtown.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This is a very dangerous area for pedestrians, a signal at Park would be a tremendous safety improvement.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	It would provide a missing link in the Green Loop.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This supports revitalizing the Central Ciity. The $9,000,000 price looks okay if it accomplishes that revitalization. My family shops downtown.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	TriMet lines 19 and 20 are regularly significantly delayed on W Burnside between Broadway and SW 3rd. I ride these buses much further east--typically boarding at Cesar Chavez--but those downtown delays can add 15-20 minutes to my commute. Adding bus lanes here would be a huge improvement for reliability and give me more time with my family.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This is the most important project on this list.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Would be great to incentivize pedestrian and bike traffic in this area. Right now, it is underutilized. The park blocks and pods in this area could use the increased foot traffic.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This is one incredibly busy route that has badly needed a better pedestrian throughway for many years.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Dedicated eastbound non-car lanes further down Burnside? Love it to bits. This area is a mess for buses and doesn't need to be.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I support this particularly as part of a longer-term process connecting bike lanes on West Burnside with the bike lanes on East Burnside from 69th and beyond.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I live very near to Burnside. This project would allow me safer, convenient access to downtown whether on bike or bus.

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Project Name	Applicant	Support Rating	Comment
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This is such a critical gap for biking in Portland, and the timing is great here, with the coming North Park blocks extension and construction of Darcelle XV plaza. This project will bridge an existing gap, providing immediate benefits and longer-term visibility to the Green Loop. Please fully fund this project!
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I hope the bike lane can be protected in some way from the busy burnside traffic.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This upgrade cannot come soon enough. Thank you
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I live downtown near the South Park blocks and want to say how excited I am for the development of the green loop. The north and South Park blocks are lovely as is but definitely need to continue moving into the direction of more greenery and walkability. Currently, there are a bit too many cars for many people's comfort and many of the drive too fast through the area. Additionally, there is definitely not sufficient protected north-south bike connectivity through downtown. This project combines the many needs of the people who live and work near the park blocks (and will continue moving to these areas as they continue to grow) to help provide a better public space for everyone.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Anything that improves cyclist and pedestrian safety and is designed to increase cyclist and pdestrian use throughout the city is awesome - cycling and walking ARE what Portland is about and only strengthens its identity as a beautiful place to live.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	i'm PUMPED on the green loop and all the improvements to cycling/ped safety.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	This project would directly provide a positive impact on my life as a resident near the North Park Blocks. Burnside is currently such an unenjoyable and dangerous street to be on and live near by due to all the space that is prioritized for cars.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Burnside is a very busy and unsafe. Crossing burnside on a bike is uncomfortable as there are large potholes and paint is unclear. Pedestrians have long crosswalks which make it difficult to cross. Every month I see a car accident and every week I see a close call, mostly from the drivers fault. Businesses do not prosper because of the way burnside detracts pedestrians. Please look into the betterblock student project from portland state university. They put in a lot of effort with local organizations and have the ball rolling on how the burnside bridge closure can be an opportunity for trail and error of an active transportation project in this area. Portland should get with the times, though we're known for biking and walk ability, our city is far far behind many others, especially downtown
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Completing the Green Loop, especially through this section will greatly improve street safety and QoL.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I bike this stretch of road every day to get to work, and it is in desperate need of dedicated bike infrastructure.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Yes yes yes yes. I usually cross via Park on foot to get to the food cart pods or the north park blocks. But HAWKs and other pedestrian and cycle priority infrastructure is very welcomed.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	need to improve cycling safety so this project would be helpful

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W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I live 2 blocks away from the intersection of Burnside and Park and cross the road twice a day on my commute to and from work. Neither crossing at Park nor 8th has sufficient safety measures in place for pedestrians. This is the main pedestrian crossing between between Broadway and 10th, and the roadway layout makes for very dangerous drivers. On eastbound Burnside, the downhill between 10th and 9th followed by the widening of the roadway allows drivers to accelerate beyond the speed limit, and the roadway immediately changing from 2 to 3 lanes in each direction locates waiting pedestrians further out of the view of most drivers. From the opposite direction, a wide flat road similarly allows drivers to accelerate beyond safe speeds. The trees in the center median also prevent westbound vehicles from seeing pedestrians crossing the eastbound lanes. Additionally, the proximity to the CCC Old Town Heath Clinic between Broadway and 8th means that especially vulnerable users cross frequently with very few safeguards. I have personally witnessed many elderly and disabled attempt to cross here, and it is beyond unsafe. While I acknowledge that all projects available for funding are important, because this project is between the the very busy Burnside crossing intersections of both Old Town and the Pearl District, pedestrians are much more likely to be utilizing this area now and in the future. In its current state, the blocks surrounding the Park Blocks serve as a dead zone since pedestrians are more likely to cross at the signalized intersections at Broadway and 10th. This project will go a long way toward rectifying this safety and livability hazard.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	We need to continue to invest in downtown. This is a big step to help in the recovery!
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	As a cyclist who rides to Timbers games, this project will enhance biking and pedestrian safety through the heart of the City.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Please complete the green loop!
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	A very busy area with limited non-motorized options. Could and should be far more bike friendly. As part of a larger Green Loop this should be a priority
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	Support active transit and people-first public realm improvements that improve conditions in inner Portland.
W Burnside Green Loop Crossing	Portland Bureau of Transportation	5	I am very excited for the Green Loop concept to come to fruition, and this could be a key piece of that, so please try to support.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	This will not be a very useful trail connection, and seems like a low priority compared to improving safety and active transportation on major roadways.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	It will attract bums.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	This would benefit a small group of people.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	Unless the City slows traffic on Shattuck at Fairvale, the City is inviting another fatality and more injuries. Have not seen ANY POLICE SITINGS of speeders in 45 years I've lived here...2 blocks fromRed Electric. Have myself watched a young man die in my front yard, because driving he avoided pedestrians and went off the road into the ditch and hit the power pole. Water Bureau has NOT ADDRESS the water runoff at Marquis Parking lot that pours water down Shattuck. It should be divereted into the Fairvale water trough. City is absolutely IGNORING the dangers of running this path across Shattuck without absolute etering of speeding drivers that average 42 MPH.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	The completion of this project will make it much easier for those of us in Southwest Portland where there are few sidewalks to walk or bicycle safely for recreation connecting to the Fanny /creek trail or to get to work downtown.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	1	As a community member who would live immediately adjacent to the trail I do not feel any level of enthusiasm for this project. The city has not worked with neighbors at all to talk about any kind of dividers between our properties and the trail. I have two young children who currently are able to play safely in our yard. I have no confidence that the actual impact to us has been considered at all. They also attend Hayhurst and frankly, I don't really want a ton of people having easier access to the unattended back side of our school grounds. I am a huge proponent of making our transportation plan more inclusive but I have yet to see how this project in the balance is worth the money.Pay for something families are petitioning for in the budget, like sports and after school programs instead, particularly in underprivileged areas like east Portland which have not had equitable investment.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	3	I am not sure that this is more important than repairing sidewalks. The sidewalks all over downtown and NW and all over Multnomah County are in seriously bad shape. Sidewalks are broken and missing chunks everywhere in Portland. I am disabled and I have to get into the street at some places; like near the 82nd St MAX station going away from downtown on the right side of street, I risk my life getting into the street with traffic so that I can get to my destination (Portland Animal Welfare). In none of these applications does anyone request funds to repair the sidewalks which are 100% impassable in many places in Portland including Downtown, NW, N, and I am sure everywhere in Portland. People using wheelchairs, scooters, walkers, and other devices find it impossible to navigate the sidewalks. Thank goodness for bike lanes!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	3	Seeing the projected cost of this being similar to the MLK improvement, I could imagine this money having a bigger impact continuing to improve crossings or adding bike lanes on more frequented streets (like Burnside and Glisan, referring to other current projects).
Red Electric Trail East of SW Shattuck Rd	Portland Parks	3	A great project to help improve and promote active and healthy transportation. This will be used even for those who want to get outside and enjoy their environment
Red Electric Trail East of SW Shattuck Rd	Portland Parks	4	Good use case, could have a better implementation with connections between fairvale and Pendelton along with connections from side streets such as 54th/53rd/52nd and extension from Pendelton ct. to Dover
Red Electric Trail East of SW Shattuck Rd	Portland Parks	4	There are not many comfortable routes to bike into Portland from Beaverton. This helps provide one more connection. Once the full Red Electric Trail vision is complete, it will be so, so much better.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The improved and safer connection including a school and park really helps this trail segment punch above its weight.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Red Electric Trail has long been in dire need of expansion and development. This project would provide an invaluable safe route for bikers and pedestrians in a highly diverse and mixed-income area. Please fund this.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Any improvement in bike infrastructure is welcome and long overdue
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The west side needs more off-street options
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Awesome
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is a critical missing link. Existing local streets extend the trail to the east, and the upcoming redevelopment of the Alpenrose site will include extending the trail to Oleson Rd. For an urban with virtually no sidewalks, this will be an invaluable E-W route. SW Portland has received the short end of the active transportation funding stick for decades. This is a perfect opportunity to turn that trend around.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Great idea
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project will help connect walkers and bikers on the westside to downtown and will make a big difference in the viability of commuting by bike.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	My family and I live in the Hayhurst neighborhood, and would love to see a safe route for kids in the neighborhood to be able to walk to school. There is a lack of infrastructure in this area to support walking and biking, and with the proposed development of the old alpenrose site, we will potentially have a huge influx of families with no safe method of crossing shattuck to get to hayhurst elementary and Pendleton park.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We need to bring the Fanno Creek trail all the way to the Willamette river please! This is a key part of making that happen, especially as I assume the redevelopment of Alpenrose Dairy will extend the connection even further. SW Portland is a desert of safe places to walk and ride. Please prioritize this improvement.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We need a better connection through this area from Terwilliger to Garden Home and beyond. The Red Electric Trail needs to be completed & connected!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We need to keep up the momentum on the Red Electric project. Filling gaps is key to a connected and useful network.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW Portland has very few sidewalks & this trail will fill a big need for walkers to get off the narrow roadways in this area. There is also lots of community & volunteer support for the trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	As the old Alpenrose Dairy site gets developed into housing, we need more off-street paths for kids walking from the housing development to the park and school
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	So important for school kids at Hayhurst, especially with the enormous development at Alpenrose
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This will be great for east-west bike and pedestrian travel. BV Hwy is not very friendly to anything but automotive travel
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Red Electric Trail will enable active transportation in an area without adequate sidewalks and bikeways.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project will allow people walking and biking to connect to the Fanno Creek Greenway for an important transportation route.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Soon there will be a development larger than the Forest Park development. Kids will need easy/safe access to the school. Also, we need more off road bike and pedestrian trails. I'm looking forward to this trail ultimately connecting to SW Oleson so that I can ride my bike to New Seasons to the west and the Willamette River and downtown to the east.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This will be an essential walkway for this entire area. Currently there is no way to walk/bike this way without being on the side of a busy highway.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Adding a crosswalk across Cameron, and a safe trail through this neighborhood will create a much safer and more walkable route for children who walk to school every day. Please approve!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The continued development of non-motorized, bike and people trails should be 100% top priority for this city - especially in the SW, where pedestrian only spaces are very rare. It's too bad there aren't 20 more projects like this in the SW.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The southwest communities are not only lacking sidewalks, but also even any space that's safe to walk in this area. The red electric trail will provide a much needed safe passage for pedestrians and other folks who need this route to get where they need to go safely. We will never have sidewalks in the southwest but Trails of this nature make up for the lack of sidewalks.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is not just recreational. This is about safety. It is about our environment . If the city government approves additional housing in an area, as it has in the former Alpenrose project, it must make multi-modal transportation possible and safe.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	In a part of Portland that has almost no sidewalks, this would be a crucial bike and pedestrian of the Red Electric Trail and connect the planned Alpenrose development with Hayhurst ES, and the Hayhurst neighborhood and other parts of SW Trails with the Piece of the Red ElectricTrail that will be built on the Alpenrose property and the Fanno Creek Trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Hope to see the Red Electric trail all the way to the river at some point!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project is long overdue and is in a part of Portland where safe biking and walking possibilities are few and far between. It is also near new development and a school. It connects into a much larger system.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	While many projects on the list merit investment, this project supports connectivity with a large new development in an area of the city that has limited pedestrian connectivity or public transit options. We need to move beyond car-centric modes of travel as much as possible to extend the life of everything.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	To appreciate the importance of the Hayhurst segment of the Red Electric Regional Trail it is crucial to keep in mind that this neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland. This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site. Portland Parks & Recreation's proposed RFFA project connects the Alpenrose site to the elementary school and to Pendleton Park, and has the potential to become a car-free, safe route to school for many young children. THE REGIONAL IMPORTANCE The Red Electric Regional Trail will become a key connector for local, short distance trips within and between the many neighborhoods it passes through. And giving residents a safe way to walk across their neighborhoods is important! But the bigger significance of the RERT is that it is regional. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland. Heading the other direction, from Garden Home to the south, trail users would be able to connect to Tigard's Fanno Creek multi-use Trail for a total 24-mile trip. Because of this, both the Portland City Council and the Metro Council conferred the trail with the "regional" designation in 2007 and 2008, respectively. The new Raleigh Crest development of the Alpenrose site will be building a segment of the Red Electric trail across their property. If Metro were to fund the Hayhurst/Pendleton Park segment of the trail, the combined private public-private dollars would anchor the western end of the Red Electric to the Fanno Creek Trail and would be a gap-free extension of this walking and cycling path. EQUITABLE TRANSPORTATION Finally, having a safe route to walk or roll would be transformative for those who do not drive—children, the disabled, people living on low incomes and the elderly. Because it is a multi-use path, the Red Electric Trail would be particularly helpful to disabled people or others who rely on a scooter or other wheeled device. In this way, the Red Electric multi-use path would reduce car trips and help non-drivers achieve independence. Please keep in mind, the area does not have safe access to the bus stops on Beaverton-Hillsdale Highway; Shattuck Road does not have a sidewalk (and there was a pedestrian death crossing BHH at Shattuck a few years back). EVALUATION SCORING One last comment about the evaluation report scoring. It is an impressive and comprehensive set of criteria, and obviously Metro put a lot of work into evaluating the
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	My wife and I have enjoyed walking the trails in southwest Portland for decades. As she gradually becomes more disabled, however, we can no longer manage most of them. None are ADA-accessible, and the area does not have many sidewalks, so it's hard to find a good place for us to stroll. That's what is so exciting about the Red Electric Trail. It will be ADA-compliant, run on relatively level terrain, and my wife will be able to walk along it with her walker. That makes it unique in this area. We will use and appreciate the Red Electric Trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I used to live in SW Portland off Shack Road and, as a cyclist, I can attest to the need for off-street bikeways and trails. Many of the area's roads are too narrow to accommodate bike lanes. The proposed extension is a great route for bikes because it is on an abandon rail grade, so it's not too steep. It also connects the school, park, and community garden with existing bike routes and, hopefully, will encourage kids to bike to school.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	There are so few ways for pedestrians and cyclists to cross these major roads, and the Red Electric Trail would significantly improve that.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I feel this is very important for a neighborhood with so few sidewalks, making this more livable and encouraging activity, and it is part of a larger longer trail which has regional significance. This is a great use of taxpayer money.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is a great project because it connects to existing trails and helps connect existing neighborhoods with new development.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I enjoy walking the trail near the Garden Home community center and would love to extend that walk to the east with the development of the red electric trail
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I love our neighborhood trails. My husband and I walk them frequently. The maintained trails provide safety for hikers and bikers away from traffic. Currently, there are no sidewalks in this segment. The new alpen rose developement will bring more traffic and the need for safe walking and biking trails. Please consider this extension of the trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW PDX is so lacking in sidewalks- or even safe road shoulders. Routes like these help folks in this region recreate, commute, and engage positively with their surroundings and communities. I am so grateful for the trails I already frequently use, but more and wider connectivity would be even better! Thank you for considering the Red Electric!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project will especially be important as the housing development at Alpenrose gets built. If we can get more people walking & biking, that's a huge win!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Outer SW is limited on safe bike trails. Please support this project so we can safely bike around these neighborhoods
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland. This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Lots of bang for the buck. Gives the community safe route for school kids and adults walking access to Community Garden. Biking all the way to the river as this is a great connector.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Red Electric Regional Trail will become a key connector for local, short distance trips within and between the many neighborhoods it passes through. And giving residents a safe way to walk across their neighborhoods is important! But the bigger significance of the RERT is that it is regional. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland. Heading the other direction, from Garden Home to the south, trail users would be able to connect to Tigard's Fanno Creek multi-use Trail for a total 24-mile trip. I am a walker/recreational biker and enjoy the many safe spaces near my home. I see this as a fantastic way to keep healthy as I age. This would really offer a safe route to keep active and healthy. Thank you for your consideration, Sally Doughty
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Having moved to the Hillsdale neighborhood after over 30 years living in NE Portland, the biggest adjustment has been the difficulty of finding our way to places that are close enough to bike or walk to. We've been impressed with the work that's been done in recent years to make the area more pedestrian and bike friendly, and are hopeful that the momentum will continue, making it possible for folks to leave the car at home more often, get more exercise, and help save the environment.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I think more walking trails in Portland area is good for all the residents. I will use this trail regularly if this project get funded.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Please fund this project to improve the walkability of our neighborhood. There are very few sidewalks and the roads are narrow. The SW Trails network is one of the best and most unique things about Portland. Every new segment makes new areas accessible to walking and increases the usefulness of the whole system.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It's a positive step toward completing a route between SW Oleson Rd and the new Hillsdale pedestrian bridge. Significant development is coming to the Alpenrose acreage west of Shattuck, so this trail will have even more people to serve. The Red Electric Trains are link us to the regions rich history.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project has been in development for several years, and should be completed. Access to the school is important, as is providing the trail through an area that needs one.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This would be a wonderful option to encourage more people to utilize our parks and also for school children to be able to walk to school along this trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Would provide protected walkway in an area with few/no sidewalks for schools access and general pedestrian access
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is an important connector trail in an area where a large development is planned. This trail has been in planning for many, many years. It's time to fund it.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This trail will be used by many people in the neighborhood. It's very important. Please see to it that it is built.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I would use this trail regularly to recreate and get exercise in my neigborhood. It would save me driving to get to the fanno creek trailheads.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	On the Strava heatmap you can already see desire paths for this. The SW Trails are a reason I chose to come to Portland and make it my home. Not to mention anything that will offer paths for kids to get to school that will cut down on congestion I am a huge fan of.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It's a much needed improvement to make walking a viable mode of transportation in SW Portland.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The sections of a path add far more value, when connected, than any section alone would. Same for this part of the Red Electric Trail. It will capitalize on, by connecting to, trail sections before and after. It will provide a safe route for Hayhurst Elementary students, Pendleton Park users, and Vermont HIlls Community Gardeners. This project provides a lot of bang for the buck.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SWTrails has worked closely with the Portland Bureau of Transportation, PP&R and Metro over the decades to make the Red Electric Regional Trail a reality. We hope that Metro will continue to support this worthy project. Thank you for your consideration.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Safe access is needed for children. The area does not have enough sidewalks for pedestrian safety. I want to
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The area needs more pedestrian safe paths.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This area needs disability accessible paths and routes, as many parts of SW have no sidewalks or even paved streets! SW is underserved for disability accessible transportation and recreational routes.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	One of the aspects that makes Portland such a great place to live is its walkability. That is hampered in many parts of SW, however, due to the lack of sidewalks. Having dedicated paths, especially near elementary schools improves both safety and that walkability. Vermont West of 45th has no sidewalks but this path would enable safe and easy access for the neighborhood to get to Olsen road and be able to then access the Fanno Creek trail at the Garden Home Community Center. Also improves safety for bikes as there are also few bike lanes in this part of SW.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This trail would allow me and my husband to walk or bike for several of our errands, decreasing our carbon footprint and increasing our exercise

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Having a safe route to walk or roll would be transformative for those who do not drive—children, the disabled, people living on low incomes and the elderly. Because it is a multi-use path, the Red Electric Trail would be particularly helpful to disabled people or others who rely on a scooter or other wheeled device. In this way, the Red Electric multiuse path would reduce car trips and help non-drivers achieve independence. Please keep in mind, the area does not have safe access to the bus stops on Beaverton-Hillsdale Highway; Shattuck Road does not have a sidewalk (and there was a pedestrian death crossing BHH at Shattuck a few years back)
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Residents of Southwest Portland have the least sidewalk coverage, the least connected sidewalk network, the least number of connected bike routes, the fewest planned bike routes, and the worst transit coverage in Portland. Too many of our biggest roads, the collectors and arterials, lack sidewalks, and safe crossings. The Red Electric Trail is already providing needed connectivity though the hills. The project is an especially important section of the trail. It is worthy of investment.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We live in the Hayhurst school district. There are very few sidewalks in our area and would love a safe route for pedestrians.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	with the development of the Alpenrose dairy site, this a crucial connector to the new neighborhoods northern boundary. This is in the name of safety for commuters and children of Hayhurst school. In addition, it's a keystone to broader red electric story. As a neighbor, creating safe routes to hillsdale would be a huge business boon to easily funnel patron to the services there and avoiding the busy and often sidewalk less beaverton hillsdayle highway and Vermost street. Recall too that this area is rife with unpaved or poorly maintained roads. This small section is a vital link to support a broader vision in the neighborhood where I've lived for 28 years.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Alpenrose Project to build upwards 300+ (family-sized) Housing Units will result in large influx children and a safe-walking-route to School is the least METRO can do in support of the installation of a very high-density planned community. Shattuck will have no sidewalk build out running north up to the nearby Albertsons Grocery Store. Overall - the Development appears to have little to no walkability infrastructure to get from the Development to the future Raleigh Hills Town Center
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It is much needed for safety in our area.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Given the new large housing development going in on Shattuck Road, and lack of sidewalks on Shattuck and surrounding roads, this trail is critical for providing a pedestrian link to Hayhurst School and other parts of the surrounding community. I am certain it would also garner a lot of healthy walker, bicyclist and runner traffic and provide safe routes for kids.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This can be an essential and safe path for parents and students of Hayhurst Elementary School. Additionally, the two main roads neighbors walk in this neighborhood do not have sidewalks for most of the roads: SW Vermont St. and SW Cameron Rd.. Thank you for your consideration of this important project.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Biking would be safer and easier

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Red Electric is a must-have
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	1. There is a significant lack of sidewalks and safe places to walk/ bike/ wheelchair in this area. 2. Would be a regional benefit to connect the Fanno Creek trail, with this, the privately funded Alpenrose trail, and all the way to the river and downtown.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I'm a high school runner who is always looking for new paths. I think this trail will make new areas more reachable for others like me. It will give an option that isn't on a sidewalk next to a busy road. Its location will also connect up to the Fanno trail, giving more people access to our wonderful network.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The community regularly uses the stretch of unmaintained road at SW Fairvale Court and a muddy foot path at the end of the road as a route to access the local elementary school on foot. SW Fairvale has poor drainage, is littered with potholes, and is overgrown with ivy and blackberries. The entire Hayhurst community would benefit from upgrading this road and connecting Cameron with Shattuck. In addition, to school access, people also frequently use this route to access Pendleton Park. An upgrade would benefit many children and families in the Hayhurst community.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project will connect with the future Raleigh Crest segment of the Red Electric trail across their property and anchor the western end of the Red Electric to the Fanno Creek Trail, providing a gap-free extension of this walking and cycling path that will serve residents, and schoolchildren walking to Hayhurst Elementary School.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It provides an important link in the trail system of SW Portland....just look at what it abuts....a park, a community garden, an elementary school grounds. There is no time like the present to continue work on this wonderful concept of the Red Electric Trail....something for bicyclists, walkers, hikers, runners....supportive of a healthy and active community.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Off street access is critical for gardens and schools in this neighborhood
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project combines a historical geographic feature (a former railroad right of way) with neighbors needs for transportation, exercise and recreation. By connecting pieces, this project will allow the existing trails to join into a transportation option
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	To appreciate the importance of the Hayhurst segment of the Red Electric Regional Trail it is crucial to keep in mind that this neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland. This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site. Portland Parks & Recreation's proposed RFFA project connects the Alpenrose site to the elementary school and to Pendleton Park, and has the potential to become a car-free, safe route to school for many young children.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Creating safe pathways for the community s an amazing way to support the soul of the commhnity
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We need a safe alternative to reach Shattuck road and places west of Hayhurst. There are few safe places to walk in Hayhurst because of the lack of sidewalks.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It has been in the planning stage for decades! We need safe routes in SW Portland!

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I support this project because it would provide a critical interconnect on a vital, new non-vehicular pathway in SW Portland - the Red Electric Trail. I live in SW Portland (Markham neighborhood) and have frequently biked and walked through the impacted neighborhoods, including the Fanno Creek trail to the south. The Red Electric Trail adds a pedestrian/bike throughway to an area that is seriously deficient in safe sidewalks. It also provides a path for the large new development on the fomer Alpenrose property. I am a member of the nonprofit group SWTrails. As it has advocated, residents of SW Portland live with a dearth of infrastructure—the area has the least sidewalk coverage, the least number of planned bike routes that have actually been built, and the worst bus coverage and frequency in Portland. Only **33%** of our biggest roads, the collectors and arterials, have sidewalks. SWTrails has built and maintains our 55 miles of trails as a safe alternative to roads which lack basic infrastructure. The point is to avoid high crash corridors and intersections where possible. The Hillsdale-Hayhurst segment of the Red Electric Trail is a good example of this. It runs near, and parallel, to the Beaverton-Hillsdale Highway high crash corridor, which has a bike lane, but no sidewalks. Confident cyclists will ride on BHH—no one else will; the Red Electric offers children and less confident riders the only alternative route. Thank you very much for your consideration.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This trail would be a great asset to our neighborhood.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	There are so few trails to allow for safe transportation without cars in this area! Everyone is so excited to have this new trail in an area without sidewalks! Please consider this project ! Who will use this trail? Students walking or biking to Hayhurst and other schools in our area. Community members who need an ADA accessible route. Bicycle commuters who want to avoid SW Beaverton Hillsdale Hwy. Neighbors who want to walk or bike to Oleson Road to get to Raleigh Hills or Garden Home, where they can connect to the Fanno Creek Trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project is much needed. Having a safe accessible route getting through the neighborhood and to school will be a real asset in the community
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It would greatly improve our neighborhood.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This trail would greatly enhance walkability in an established neighborhood with few sidewalks and rambling narrow roads.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW Portland is significantly underserved with sidewalks making goals of increased pedestrian activities difficult in many parts of the area. Hayhurst, in particuular, has only 17% coverage with sidewalks. The completion of this trail which has now been assisted by the development of the Alpenrose property and investment by the developer should make this a priority project for funding.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Red Electric Regional Trail has been planned for decades to connect the Willamette River Greenway to the Tualatin River Greenway. As a member of the neighborhood who relies on walking and biking, this would be incredibly helpful to have a safe path that connects through this section. As a bicycle commuter avoiding Beaverton Hillsdale Hwy is important as it is extremely dangerous and overwhelming to have to bike on. Also, on snow days there is not way to walk to a grocery store. This trail would make it possible to to walk or bike to Oleson Road to get to Raleigh Hills or Garden Home I can get to trader joe's and Ace Hardware
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The lack of sidewalks in this area makes this infrastructure critical to the ability to safely walk or bike in this area. The trail will connect a wide swath of homes safety to the elementary school and adjacent park. Biking or walking on Shattuck & Cameron is dangerous for all.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We don't have any sidewalks in our neighborhood. Our streets are very narrow and poorly maintained (lots of potholes that cars need to swerve around, cars need to drive in the center of the road because of parked cars, making it very unsafe to walk). This trail would provide safe, walking passage for all ages, including school children trying to get to Hayhurst school. Our streets are also getting much busier because of Portland's infill goal - new homes, being built, more people, and families need to walk, and no safe place to do so.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Since there is a lack of sidewalks in this area, as well as the housing development going into the old Alpenrose property, this trail will help make it safer for people not having to walk on the streets, including kids going to Hayhurst school.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	In a part of the city with very few safe walking routes, this trail will be an essential east-west transportation route for pedestrians and bicyclists. Since the developers of the alpenrose site will be completing a significant portion of the trail to the west of SW Shattuck Rd. soon, the city should make completion of this section of the already designed trail a high priority. The trail also provides an important "safe route to school" for Hayhurst students and other local services and institutions. Please make funding this trail a high priority in your budget process.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project is definitely needed to give pedestrians and bikers a safer place to recreate, especially kids. This will anchor the neighborhood for safer movement and allow parents to feel safer with kids on bikes. Please fund this project soon.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Given the lack of bike paths and sidewalks in Hayhurst we need a safe way for people to travel
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Making this trail usable would be a huge benefit to people who walk (+/- with their dogs) plus bicyclists and others who use electric scooters, etc. Parents can walk their children to Hayhurst Elementary School. Pendleton Park is such a great resource for this area and being able to access it from the Red Electric Trail would be great. The alternative to the RET is driving, walking, cycling, etc. in city streets, many of which are quiet or very busy; Vermont Street, for example, is non-stop traffic all of the time. I know because I live on Vermont St. directly across from Gabriel Park. Additionally, once the Alpenrose Dairy site is developed, traffic is going to increase measurably! Having a trail to avoid the madness just makes so much sense. I appreciate your consideration. Linda Kimbrough
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Having a safe car-free walking or bike route for kids and families connecting to Hayhurst School and Pendleton Park in the SW area is vital for increased safety, especially considering the development on the former Alpenrose property which will dramatically increase car traffic in this neighborhood. We do not currently have sidewalks or other safe walking/biking routes and this would be incredibly helpful and increase safety in the area.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW has no sidewalks and only very few marked crosswalks. Having an option for safe walking paths to school and parks is the least we deserve.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is within the vibrant and family friendly neighborhood of Hayhurst. Completing this work would provide valuable connection between areas of the neighborhood to the park and school.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Cameron Rd and Shattuck Rd are incredibly unsafe for pedestrians. There are no sidewalks and speeding is a problem. This project will provide a safe way to travel through SW Portland.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This would be particularly beneficial because there aren't sidewalks in this area and a lot of kids and families who walk to a neighborhood school would be able to use this. There is going to be a big development of homes going up on the Alpenrose property and this would provide a safer walking/biking route for the population increase where there are currently no sidewalks in the area.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Having this trail in this neighborhood will improve the ability of kids to get to and from school. I really think that the road (SW Fairvale Ct) could also be improved as it is a bumpy, patchy, muddy mess. I don't like on this road, but it is not condusive to walking or biking and it would be silly to connect it to a brand new trail. Fix fair ale court and put in the path and the project would be helpful.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is a long-promised project, one that will help provide the southwest side of town with an off-street bicycle trail. Off-street bicycle trails have been built in other parts of the city, but they have received little support in the southwest side of town. This is a good step in ensuring that the southwest neighborhoods receive similar treatment as other parts of town. The project will eventually hook up to the region's bicycle trail, helping to improve that system.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I live on a separate part of the red electric trail and my child attends Hayhurst. This trail would be a wonderful addition to the neighborhood. I live near the new walking bridge in Hillsdale and the safe access to Hillsdale has completely changed how often I visit the shops. I wholeheartedly continue to support this trail!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I support this project as our neighborhood has a lack of sidewalks and off-street bicycle trails. The old railroad right-of-way lies next to our neighborhood school and park, as well as our community garden, and would provide a safe corridor for the children and families of the Hayhurst neighborhood to reach these important community assets. Also, given the impending development of the former Alpenrose Dairy site, any improvements to the walkability and bikeability of our neighborhood would have a significant impact in mitigating the new development's impact on traffic and neighborhood safety. It is also a key piece in the plan to expand our region's network of bicycle trails by helping to link us to Washington County next door and hopefully allow us Hayhursters and SW Portland bicyclists to ride all the down to the Fanno Creek Trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Not only would this provide an excellent and safe route to Hayhurst school, but also much better access to Pendelton park and could alleviate chronic parking problems near the school and park. Moreover it would provide a link between downtown Portland and the Fanno Creek trail into Beaverton, thus a truly regional project. When our kids went to Hayhurst they had to ride their bicycles on the street, this would have been a much better option.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I would like sideways or safe walkable spaces for myself, pets, and children. I do not feel safe walking on the side of the busy streets or Shattuck and Cameron where drivers drive well over 50 miles per hour past my children who have to walk and bike to school. It's honestly terrifying.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is very important for myself and my family. I do not feel safe walking and biking with my children on the side of these busy streets. Cars routinely drive over 50 miles per hour on the roads in the Hayhurst neighborhood.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is extremely important for our neighborhood children and neighbors.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Only 17% of Hayhurst streets have sidewalks. This is a critical safety and recreation trail for the community.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Since it was built, I regularly use the Hillsdale pedestrian bridge that is part of the Red Electric trail. I see others using it as well. Meanwhile, my family drives to Garden Home Rec Center to ride bikes on the trail there. If completed, kids like mine could ride bikes from Hillsdale and Multnomah Village, for free fun, exercise, and actual transportation. SW barely has any sidewalks; volunteer labor fills the gap by building and maintaining trails. Thank you.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Leverages private funds for a trail segment in the proposed Alpenrose redevelopment to extend the trail further east in an established right of way. Supports Safe Routes to Hayhurst Elementary and connects to Pendleton Park. Situated in SW Portland that lacks sidewalks and bike lanes. The Red Electric Trail project checks so many boxes and is worthy of being prioritized in Regional Flexible Funding.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is just part of the Red Electric Trail which has several segments. The completed trail will link the western edge of Portland and eastern Washington Coiunty to Hillsdale, the South Waterfront and Downtown on a family friendly safe and desireable ride experience. With the advent of electric bicycles, the hills of SW Portland become minor issues. Metro transportation planning models have forecast a huge pent up demand for a safe continuous bicycle, ADA, and pedestrain route from SW Portland to downtown. We urge approval of this important link in the vision of a completed trail.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I grew up in Northeast Portland, where the streets were on a perfect grid with nice sidewalks on every block. When my husband and I moved to Southwest to be closer to his commute to Salem, we noticed the lack of sidewalks and swore we would move back to the east side before our kids learned to ride bikes. Turns out we love living in Southwest, and my husband still commutes to Salem but we still struggle with the lack of sidewalks. My daughters just learned how to ride their bikes and we put traffic cones out on our street to slow traffic and make people aware when the kids are out riding bikes, but it would be really helpful to have bike trails or paths to walk on or ride on to make the experience safer. We're interested in being able to ride our bikes further through Southwest as a green alternative to driving. We take the bus downtown, but this trail would help us get to many places in Southwest where we like to go such as Pendleton Park. I think these trails would go far to helping Southwest feel less neglected.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	We need more areas to safely bike and walk in SW Portland as there are few sidewalks. Thank you.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This has been long needed and with the developer across from shattuck offering to construct the portion of trail on their property with the subdivision it would be foolish to not build off this momentum and get nearly double the benefit vs project costs.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Hayhurst neighborhood is sidewalk-deficient and lacks proper stormwater facilities. Please invest in this communite asset of a trail, in order to provide connectivity to the excelent trail system along fanno creek. I am a resident of the Fanno Creek Headwaters watershed area and this upper reach of the watershed is underinvested in natural resources and access to nature recreation. It used to be an old, unincorporated rural Multnomah County that was later converted into the City of Portland. Portland has never upgraded the old county ditch and road infrastructure. so we lack safe sidewalks and have very limited riparian buffers. Please invest in our local trail network. I love to walk with my dog but this area is inaccesable currently and covered in weeds.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW Portland is notoriously difficult to bike commute from due to hills and lack of safe cycling routes into downtown and beyond. This project would give the west half of the city something comparable to the Springeater corridor to allow for safe transit and recreation. For too long the west half of the city has watched as public improvement projects are deployed to other neighborhoods. As a tax base I have no doubt that the west half of the city contributes the majority of tax funds but those dollars are continually diverted away. It has gotten to the point where it feels as if the city is not working for SW Portland at all. It may be time for all of us to pull up roots and leave for other cities such as LO, Tigard and Beaverton
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This seems like a very important connector for pedestrians in an area of Portland that does not have safe pedestrian access
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Excited about expanding biking path for my commute to work
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Sw area needs safe access to areas to promote bike riding. SW lacks sidewalks as compared to other quadrants of the city and this would facilitate walking and biking with designated safe areas.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This would be an amazing connector for me and my family to make it to Fanno Creek from Hillsdale and help make the Red Electric trail a reality
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I think this would be a great addition to the area!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Creating a safe low traffic bike commuting route easy to west from the river to Beaverton is very much needed. Biking on Beaverton Hillsdale's highway is not safe or appealing to cyclists with fast cars and high traffic. Please support the red electric route!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The SW trails are an essential network of walking (and running) paths in SW, an area with very few sidewalks. Completion of the Red Electric would provide east-west connectivity that we just don't have right now, and Metro would be establishing that connectivity for a bargain. The small section of trail highlighted is one of the final pieces holding up the development of a truly great, useful, and healthy transportation alternative for southwest Portland.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	A safer alternative for pedestrians than high traffic streets in this area.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is an important piece to the magnificent Red Electric Trail project, and one that would make cycling in the challenging SW area much safer.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is a critical bike connection on the west side. There is ample room to also include some soft surface options that are more mountain bike focused. LETS MAKE TRANSPORTATION FUN!! Northwest Trail Alliance could get involved in creating optional lines to supplement the main transportation line.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The more non-car improvements we can make, the better!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project will provide the very needed safe and walkable path for the SW community. Right now only 17% of the Hayhurst neighborhood has sidewalk, and for three years I need to push my stroller and walk around the neighborhood in car lane which is not safe at all. And my elementary school kid has no safe route to walk to Hayhurst Elementary, from Shattuck Road. With the construction of Raleigh Crest Development, there will be even more school age kids need a direct and safe route to walk to school, instead of taking a car ride. This shall be prioritized, and can bring in bigger regional impact since Raleigh Crest is building part of the trail along their property, connecting to the Beaverton neighborhoods.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Priority shall be building the segment from Shattuck Rd to Pendleton Park, so at least school kids can walk and bike directly and safely to Hayhurst Elementary School. And that demand will increase due to the development of Raleigh Crest. This will be a much needed safe route for the Hayhurst neighborhood, which suffer from a very low percentage of sidewalks.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW PDX is desperately in need of safe routes for pedestrians, bicyclists, and wheeled devices to access. There are only sidewalks on 17% of roads in our area. Kids walk to school and the park on the road. Teens, cyclists and low income populations need access to safe routes that are not shared with vehicles, especially as an alternative to the frenetic Beaverton Hillsdale Highway. Please remember our neighborhood when considering the allocation of funds. It would greatly enhance our little community, especially with the impending influx of 263 residences directly impacting this neighborhood that will also be connected to this trail.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Hayhurst neighborhood has very few sidewalks. This trail would prvoided a much needed safe way for children to get to school and across neighborhood.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I want to be able to walk this trail every day to be out in nature and improve my health.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This would be such a beneficial project for locals and especially all the kids in the area who walk to hayhurst/pendleton park
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	A safer crossing at Shattuck is essential for pedestrians. This trail would provide an important connection between and within neighborhoods. It's an essential piece of the long term effort to have a functional regional trail along the Red Electric route.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project is extremely important. The Raleigh Crest development on the Alpenrose dairy property will bring hundreds of new residents into the Hayhurst. The continuation of the Red Electric trail into the neighborhood from the new development will provide a safe way path to school for the neighborhood children. Shattuck is very dangerous for pedestrians and cyclists. The Hayhurst neighborhood does not have sidewalks. The Red Electric Trail is extremely important for connectivity within the neighborhood and will be the only safe pedestrian/cyclist route between Beaverton and Portland in this area.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Vital to successful community building/connection
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It is much wanted and needed!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	SW Portland lacks sidewalks and urban trails like this are a KEY piece of infrastructure to ensure equitable and safe access to schools and parks. Large development across Shattuck (250+ homes) is breaking ground and this also will be key to ensuring safe neighborhood access.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project would make a great impact for families and neighbors of all ages living in and visiting this area of SW Portland.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It will create a safe walking path for the students to get to and from school. There will be one path to take instead of there being many, and it can be maintained to keep it safe
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is an important project to provide safe access to the school from the alpenrose development as well as connecting the development to the overall community. I think it is also a good use of funds to work towards more car free/low traffic routes through our region.

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Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I live along the proposed route of the RED ELECTRIC TRAIL, am an active volunteer with the HAYHURST NEIGHBORHOOD ASSOCIATION, and have actively supported efforts to develop this historic route for safe local transportation of our many neighbors (especially as a Safe Route to Schools). Back in May of 2014 I wrote up "A Walker's Guide to the historic route of the 'Red Electrics' through SW Portland" (this is posted on the SW Trails website). I am former President of SW Trails (for 5 years) and have worked closely with our many neighbors, PBOT, and Portland Parks to help develop a "Safety First" route through SW Portland and avoid our very unsafe routes along our very unsafe (for pedestrians and bikers) secondary and main auto routes. Our area of the City has very few sidewalks -- most of our streets (some 75%) have no sidewalks -- so we are forced to walk or ride in the street and risk being hit by a car. We also have very few crosswalks to help people safely cross our busy streets. PLEASE SEE THE REPORT SUBMITTED BY SW TRAILS VOLUNTEERS for all of the pertinent details and our concerns. And remember that this construction project is but a part of the much longer REGIONAL ROUTE that will provide a 16-mile, family friendly, walking and cycling route from Garden Home east to the Willamette River and downtown Portland -- a dream we've had for the past 30 years!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I think it's important for communities to be connected, safely while exploring nature and some learning about human history. It will be a wonderful addition to Hayhurst neighborhood and school. It would really be appreciated if Portland Parks could partner with Hayhurst elementary to create an arboretum along the trail. Additionally, partner with the Hayhurst elementary garden club to help restore the trail with native plants and habitat.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	Once again, institutional bias, even unintended ones, get in the way of pedetsrian and bike safety in SW and some areas of east Portland. The study behind these projects assumes ALL projects are on a flat grid with multiple choices in how to get somewhere - indeed, with multiple somewheres to get to! SW is a broken cobweb of heavily-trafficked connectors, often going from one car-centric area to another; other roads do not connect to each other, are interrupted by topography or highways... and nearly all of these roads lack sidewalks. So, no, some projects do not go somewhere like a business district, or a school, or park. Many projects getting no points for 'connecting to transit' have no transit service to connect to! Last, many of the connector roads - even if they have a sidewalk - are loud and unpleasant; a project like this which AVOIDS them may be a higher benefit than a sidewalk along one. Same for cyclists. Please stop assuming we all live in SE Portland, and view projects in different areas holistically, and on their OWN terms, rather than if they check boxes geared towards a dense urban grid.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This project provides a safe connection for pedestrians in SW Portland, where sidewalks, paths, and trails are sparse. The walkway is a critical piece in connecting the fanno creek trail to other trails that eventually lead to downtown Portland and the waterfront. The neighborhood fully supports this project and hopes to see it completed in the near future.
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	This is a very important project, and I urge you to please fund it. We have practically no sidewalks in our neighborhood, and this will be a safe route for children in our neighborhood to get to school and bus stops so they are not walking in the road (which is what they currently do because there are no sidewalks). Additionally, this will provide a safe crossing across busy Shattuck Road, which has been shown in studies that most people are speeding on - even though the speed limit has been lowered twice. We also have many elderly neighbors, people who are blind and walk with a white cane, and disabled individuals who would greatly benefit from a safe paved trail - and especially one that is ADA compliant. Additionally, I want to note that this is part of a larger regional trail plan, and we need this connectivity to help us not be so car dependent. People will feel inclined to ride bikes and walk more with this safe trail. I would safely bike to the grocery store with the addition of this trail, which I wouldn't consider now because there are no bike lanes and it's not safe. Our roads are clogged with cars because it's unsafe to walk and bike on our roads. This super important trail will reduce greenhouse gas emissions and help our earth. I wholeheartedly support this project. It will make a huge positive impact, and not just for our community, but all of the Metro area because it's part of a larger regional trail network. Please fund it!
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	I feel like Southwest Portland often gets neglected when it comes to the walk ability and rideability of our neighborhoods. We have lots of walkers and bike riders in this area too, and they are underserved.

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Project Name	Applicant	Support Rating	Comment
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	It is needed. A whole neighborhood is being built on the alpenrose site (west end) and there will be kids that need to get to the elementary school (east end.)
Red Electric Trail East of SW Shattuck Rd	Portland Parks	5	The Red Electric trail would provide a much-needed non-motorized corridor between the school and Alpenrose development. Additionally, it will help our community enjoy a vibrant natural area that is currently not well accessible.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	1	There are already sidewalks on Merlo, and the travel lanes extra wide, surely striping could accomplish adding bicycle lanes.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	1	This road already has sidewalks, while much of Aloha does not. I would prefer sidewalks being added to more areas of Aloha before adding a trail to an street that already has sidewalks.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	2	build a cheap sidewalk along here instead just something functionable and safe. doesn't need a huge amount of effort put into it.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	3	I urge decision-makers to recognize the critical need for a crosswalk at the intersection of SW Merlo Rd and SW Merlo Drive to enhance safety for community members, students, and staff in the area. This intersection is frequently crossed by students, educators, and residents, but the lack of a designated pedestrian crossing creates significant risks. Vehicles often fail to yield to pedestrians and routinely travel at speeds exceeding 30 miles per hour, which makes crossing unsafe. Installing a crosswalk would greatly improve safety and promote a more pedestrian-friendly environment for all.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	4	This is a much needed trail section to connect our beautiful nature park and regional trail resources to the nearby neighborhoods. I regularly use (at least twice a week by bike) the Westside and Beaverton Creek trails at this location, and that infrastructure can easily support more users. I think this additional trail section will open up opportunities to so many more families in the neighborhood to enjoy such a wonderful Beaverton resource and get exercise in the process.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	4	Improving pedestrian flow to the MAX is great
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is a critical link between the Westside Trail and Merlo MAX station and all neighborhoods west of 170th. My family and I live just west of 170th, near Beaver Acres Elementary school. We would like to ride our bikes on the westside trail, but don't do it, because we don't feel safe accessing it along this stretch of roadway. Cars and trucks drive at very high speeds, making it feel incredibly unsafe. Not only this there are often kids walking along this stretch to get to Beaver Acres Elementary School and to Merlo High School. I am very much in support of funding this critical link for people walking and biking. Thank you.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This community deservers to have better walking and biking infrastructure!
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This would be a nice connection!
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	I come to this area frequently, and filling this trail/connectivity gap would go a long way toward improving access for families and people without cars, as well as bikers and all pedestrians, to this important natural area. This is a no-brainer. Please fund it!
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This would provide a critical extension of the Beaverton Creek Trail that would connect schools, residential areas, parks, and commercial amenities. Washington County has a planned complete street improvement project on 170th Ave that would bring sidewalk to this connection.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is a great project to provide access to an elementary school and a trail system.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This link between Trimet, Waterhouse Trail and the alternative high school, as well as the developing areas west of 170th Ave, have generated more demand for active transportation in this area. Please help fill this need by funding this project.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	It would make non-auto life in the area more pleasant
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	would fill a gap for biking, walking, access to transit. So important. Connects to longer trail lengths. Please build!

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Project Name	Applicant	Support Rating	Comment
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	I support the completion of a multi-use path to complete this trail. It is important to have a robust and safe area for people to walk, bike, and transit.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This project would greatly help the student at the Merlo Station Campus who travel by foot and bike from the Merlo Max Station to the school. Please fund this project and include a crosswalk/signal at the intersection of Merlo Rd and Merlo Dr.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	they should do it because when I ride this I feel very unsafe and this multipurpose road will be very helpful, not towards only me but others. I will be very happy with this and they should make this now because I don't wanna wait three more years for this to come when the idea is so amazing. also they should make a cross walk going to merlo from the apartments so people are constantly running across the roads. also this road improvement will be the best. love yall
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	ooh boy, oh boy. merlo really needs this road improvement. I feel very unsafe super close to the cars when riding my bike. make this happen!!!, if not now. do it sooner please!
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Merlo Station HS is on Merlo Dr, off of Merlo Rd, and we have a lot of students who take transit, including young parents with their children. Anything we can do to make this road safer for them is a plus. We also love to use the Tualitin Nature Park as a place for students to gain outdoor field experience in our life-sciences courses. Again, any safe travel we can provide for students, the better. Beaver Acres elementary students also use this path. Please support these projects to provide a better experience for our students.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is a very dangerous road and dark duing the Winter months. We have Merlo CommunitySchool at SW Merlo, students are often walking from the Max to school, cars drive fast, any improvements would be greatll appreciated for our studnets.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	For bike traffic a connecting lane to the Augusta Ln bridge would truly complete the trail. 170th is quite narrow passing by the school. Fortunately the Augusta Ln bridge provides a way for bikes to avoid the rest of narrow, high speed 170th even if it is out of the way for some destinations.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	There should be marked crosswalks and a signal at the corner of Merlo Drive so students can access the Merlo Station Campus safely from the south side of Merlo Road. We have a number of students who live in the apartment complex there, as well as students who walk from or take Max rather than district buses.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Great project.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Can we widen Merlo Road to 5 Lanes from 170th to 158th. Eliminate Railroad Crossings to a Grade Separated Overpass. Cause MAX is a Very Frequent Service.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This will help people get downtown on the future parts of the Beaverton Creek Trail, making the entire area more walkable and bikable
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This stretch is not bike-friendly, so it would be good to complete an update to help make better connections for riders.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	If this segment and 170th are both improved with protected bikes lanes, Aloha will finally have a safe bikeway. Currently the options are: TV Hwy (high speed highway), 185th (high speed arterial) or 170th (lower speed narrow road with no sidewalks, let alone bike lanes).
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Merlo is a nightmare to bike on for my daily commute. Please support this project and make it more pedestrian/bike friendly!
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is a short street, but it feels incredibly dangerous on a bicycle. And yet, it's the only semi-feasible east-west route from the Westside Trail and Tualatin Hills Nature Park. If this is completed, it would create a safer connection west into the neighborhoods and towards Hillsboro. By connecting with the Westside Trail, the regional connectivity is dramatically improved as well.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	GREAT PROJECT - Looking forward to this gap being closed in the off-street path and trail network. Thank you.

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Project Name	Applicant	Support Rating	Comment
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is an example of those low hanging fruit that can have a big impact. Merlo is currently a fast, dangerous, and unpleasant road for people outside of cars. This project would help improve access to dense neighborhoods, employment, and schools. It would connect well to the existing trail network, meaning the previous investments we've made will benefit. There's a gap in our safe bike network between Aloha and Beaverton, and this would start to build a good, safe connection between them.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	I regularly ride my bike in this area and I concocted a weird route through neighborhoods specifically to avoid riding on SW Merlo Road between the Merlo/158th MAX station and the Augusta street footbridge over Beaverton Creek. Most people are not willing to go blocks out of their way—they'll drive instead, or ride on the (narrow) sidewalk. Filling this gap and making the Augusta bridge more accessible would be a huge improvement for people walking and biking in Washington County.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Washington County's greatest need for bike/ped infrastructure is in East/West connections. Routes to connect Hillsboro to Portland are frustratingly disconnected currently.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is a valuable trail link in so many ways, especially with 170th improvements (hopefully) also on the way.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This would be a welcome connector from the MAX and Nature Park westward to 170th. Augusta is a nice bicycle connection too with the new bridge in place.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	I have been a volunteer in the THPRD for over 20 years. I especially volunteer at the Tualatin Hills Nature Park, where I am current chairperson of the Friends of Tualatin Hills Nature Park. I have been a strong advocate of the trail network and have run/walked many of the trails. I feel completing another section of the Beaverton Creek Trail will be a huge benefit to the community. I look forward to connected safe Beaverton Creek Trail.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Closing the gaps isn't necessary way to create safe passage for pedestrians and bicyclists in our community. Those safe passages give alternatives for people being on the road.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	This is an important connection between local schools, businesses, housing, the Nature Park, and the regional trail. It's a key gap to fill in the existing trail network. It would serve a diverse neighborhood.
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Can we widen this to 5 Lanes & a Roundabout on Merlo @ 170th?
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Put a Traffic Signal on Merlo Road at Merlo Drive
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Put a Roundabout on Merlo Road at 170th & widen 170th to 5 Lanes from Baseline to Alexander Street
Beaverton Creek Trail: Merlo Road Improvements	Beaverton	5	Build a Light Rail Bridge over Merlo Road. So the Intersections at a Bus Yard will stay Coordinating's or a Temporarily Robot Sensors AI
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	1	Why on earth is this one block being prioritized when the surrounding area and crossings for Farmington and TV highway are just blocks away and desparately need safer crossings? This block of beaverton already feels pretty safe so this feels like a HUGE waste of money.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	1	Hard to find value in this as sidewalks and bike lanes exist.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	2	I'm supportive of bike/ped improvements in downtown Beaverton but this seems extremely expensive for the space.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	2	This seems really expensive for a very short segment. There are already sidewalks and a bike lane at this segment, I don't see why this would be the first priority. It would then dump cyclists right back onto the road after two blocks. Is it a part of a much bigger project? Are the other segments under construction already? This doesn't make a lot of sense to me.

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Project Name	Applicant	Support Rating	Comment
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	4	Good idea.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	4	I think we need clear cross walks over anything at this stretch of Hall blvd, especially in the area between BHH and Canyon. I think instead of adding raised infrastructure. Spend the money elsewhere where there is no infrastructure for bikes and pedestrians
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This can be a key project to demonstrate the value of the complete Loop project and jumpstart that effort.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I think this could be one of the most important, impactful projects on this list to demonstrate our regional shift away from prioritizing cars in our downtown areas. This could be an example of what's possible for others to follow.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	The Loop is one of the most exciting regional projects in development! This portion of Hall is not as safe as it needs to be and can provider safer access to the park, library, farmers market, and numerous other services people need on a daily basis.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This project is essential to saving lives and improving quality of life in Beaverton. Downtown Beaverton is currently deadly because of high vehicle speeds, dangerously long pedestrian delay at intersections, and a built environment that is entirely hostile to active transportation. This project is one small step toward improving this unacceptable situation.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This project is essential to both person safety, but also the economic vitality of the Downtown area.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I support this project but wish it was for a larger stretch! It sounds amazing and beneficial to our community.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Anything to improve access and walk ability to downtown Beaverton is good!
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This project would greatly increase the walkability and bikeability of downtown Beaverton, as well as increasing safety and efficiency
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I thought the Phase 1 is on Watson Street between Milikan Way to 1st Street. Downtown Beaverton does need a Major Makeover. New Traffic Signals and Railroad Crossing Replacement. We need wider sidewalks and Bike Lanes.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This project will help be a catalyst for the downtown loop
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This area gets a lot of bike and pedestrian traffic and it would be great to improve it for those users.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	This is a highly-used walkway already; improvements will be noticed by many.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I live in Central Beaverton, and travel by walking or biking to downtown at least a few times every week. I am so excited for this Downtown Loop project to be completed, so that my young children and I will feel safer and more connected to our Beaverton community through more easily walkable/bike-able infrastructure in Downtown Beaverton. My young children are just starting to learn to ride bikes, and this Downtown Beaverton Loop Project gives me such hope that they will live in a more open and accessible community than I ever imagined in our car-centric society. When my children are older I will feel more secure in the knowledge that they will be safe independently riding their bikes and exploring our beautiful Beaverton downtown (Library, Parks, Farmer's Market, Arcade, Restaurants, Performing Arts Center) if we invest in and complete this project for them and their entire generation of Beaverton residents.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I live and work in downtown Beaverton. I commute primarily by walking or biking. My husband and I would love to bike more often but the lack of dedicated lanes makes it feel unsafe in certain seasons/weather. This project is one I am very excited. A commitment to improving safety and access for transportation with less carbon emissions is an important step.

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Project Name	Applicant	Support Rating	Comment
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I wouldn't call A green line on a map an image of what the project will look like. You would get more support if there was an architectural rendition of what you are planning to do. I don't like the idea of having bicycles and people in one area. Will there be lines to differentiate people from bicycles. Are electric bicycles and scooters going to be allowed? (An accident waiting to happen)
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Very supportive of this work for the loop project!
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Downtown Beaverton's accessibility should be a priority
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	We need 100 more projects like this, that are dedicated people and bike only spaces. Nothing improves the quality of life in a city more.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	The total project cost shows just over $5M, but the full build-out of the Loop is much more than that, potentially higher than $100M. This is completing one more phase of the project. With this phase complete, Hall Boulevard would be fully reconstructed between 5th to 1st, completing a major portion of the Loop.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Why not all the way to Broadway? Very short.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	I regularly ride my bike from Bethany to the Beaverton Farmers Market, and this portion of Hall is part of my route from the market back to Millikan for my journey home. This portion of Hall Blvd is a much needed improvement to the downtown Beaverton area. While of course I'd love to see the whole downtown loop project funded at once, even a small piece of it would be amazing. Yes. Do it.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Cars go way too fast here. I would love safer infrastructure around the library so that my 6 year old can safely ride to and from the library.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	The Beaverton Loop project would be pivotal in our access to downtown Beaverton, including while frequenting the farmers market and downtown restaurants and shops. Beaverton has so much to offer but getting to downtown is difficult and unsafe with the larger highways running through.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	The loop project is a key project for making downtown Beaverton more accessible and economically strong. It will also help build out a badly missing safe bike network to our area. This starting project will help be a demonstration and a catalyst for what we can do to improve our downtowns into places that everyone can feel safe, not only those on cars.

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Project Name	Applicant	Support Rating	Comment
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Dear City of Beaverton We do agree everything you said it before. Downtown Beaverton Streets on Hall & Watson both need a Major Makeover. It is a Dangerous Intersection that involves so many accidents. Starting on Phase 1 on Watson between Millikan Way to First Street. Extension to Millikan Way to Lombard & Hall can be a Last Project. It will expect up to 5 to 10 Years or more. Downtown Beaverton Area is Unwelcoming & Dangerous to lots of Traffic. We need to make things Welcoming & Freindly. We need Wider Sidewalks for Pedestrians, Bike Lanes on Green Paint, Additional to Streetlights & Trees. It will also include Bus Shelters & Rebuild to Traffic Signal Intersections & Rebuild Railroad Crossings. Both of them are Outdated & it needs a New Upgrading. Quiet Zones on Freight Trains is OK as long is we add a Pedestrian Gates & Side Lights for Vehicles. Add a New Cantilever on the Leftside on Watson approaching Farmington. On Hall Railroad Crossings is to add a Guardrails so heavy trucks don't hit that crossing. Both on Hall & Watson needs to be rebuild with New Signals in a different spot on Foundation. It should be moved next to a Sidewalk. We would like to Eliminate Railroad Crossings to Bridges or Tunnels. Unfortunately it won't be anytime soon & it's Very Expensive. It's Very important to Save Humans Life's over Freight or Passenger Trains. Someday in the future is to change Farmington & Canyon Road into a One Way Street Couplet between Hocken to Highway 217. It always causing Major Problems & Heavy Traffic Congestions. Can Train Preempts to the Intersection be Removed & to install a Light Rail Bridge over Hall Blvd. Which will Eliminate Dangerous Railroad Crossings. We are looking forward to hearing from you to start on Construction in January 2027. I Appreciate, Thank You
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Can we change Farmington and Canyon Road into a One Way Street Couplet between Hocken to Highway 217? Farmington Road to be Eastbound Traffic Only & Canyon Road to be Westbound Traffic Only. Having 4 Travel Lanes with Transit & Right Turns in the Right Lane. We would also like to Eliminate All Railroad Crossings to Grade Separation Only 100%. Either Build a Bridge or Tunnels, in order to Ease Congestion, Saving Life's & Improving the Environment. That should be a better Traffic Flowing in the Future.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Pair this with some cheap demonstration improvements to complete the corridor and make this more continuous/ impactful and really showcase the future of the loop.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Can we Permanently Eliminate All Railroad Crossings? 100% to be replaced to a Grade Separated Bridges Only. Cause we want everybody to be safe around Freight or Trimet Trains. We don't want anyone to Die.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Construction will start Breaking Grounds for Downtown Beaverton Makeover in 2027 We need Wider Sidewalks and Bike Lanes.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	5th Street needs 3 Lanes, One Travel Lane in each direction with a Center Turn Lane. Additionally a Flashing Yellow arrow sharing on Steady Yellow. Green Arrow on the bottom.
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	5	Traffic Signals on each Block with a Automatic Walk Signals & Leading Pedestrian Intervals before Vehicles get a Green Light.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Do not use ai. This only ends badly when you let ai take over infrastructure

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	AI will cost infinitely more in the long term via water and energy shortages. Please don't steal more of our limited resources just to power a street that will more than likely continue growing crowded anyway. This isn't a sustainable decision. Sustainability means creating a street that is more walkable and caters to public transportation. That will ultimately decrease traffic on the streets and contributes to a greener society... something Oregon has aspired to for my whole youth and 20's. This is a step backwards and doesn't reflect the Oregon I grew up in.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	AI powered ?? Seriously? Stop wasting tax payer money on hype. Build better infrastructure to support non-car-oriented travel, such as separated bike and ped paths. This intersection is a nightmare to cross on foot or bike. "AI" will not help with this.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Red light cameras increase accidents. This is a waste of money when a more permanent overpass solution has been identified. I would prefer to move directly toward the permanent solution.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Max has disrupted every intersection since its inception. You should have built Max to go under or over the intersections. I still believe that going over the intersection is the best alternative.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	This is not a good project to spend our hard earned tax dollars for the following reasons. High Initial Investment: Implementing ITS requires significant upfront costs for infrastructure like sensors, cameras, data processing centers, and communication networks. Ongoing Maintenance: Maintaining and upgrading these systems can be expensive, including regular repairs, replacements, and software updates. Financial Burden: These costs can be a significant financial burden, especially for cities or regions with limited budgets. 2. Privacy Concerns: Data Collection and Surveillance: ITS systems collect vast amounts of data about vehicle movements and potentially individuals, raising concerns about constant surveillance and potential misuse of personal information. Data Security Risks: The large volumes of data collected by ITS systems are vulnerable to cyberattacks and data breaches, potentially compromising sensitive information. 3. Security and Reliability Issues: Technical Glitches and Malfunctions: Like any digital system, ITS are susceptible to technical glitches and malfunctions, which can disrupt traffic flow and create chaos. Software Flaws and Vulnerabilities: Software flaws in connected vehicle systems and ITS infrastructure can create security vulnerabilities and potentially lead to system failures. Cyberattacks: ITS systems are increasingly targets for cyberattacks, which could lead to traffic disruptions, accidents, or even compromise critical infrastructure. Interoperability Problems: Different ITS systems and technologies may not be designed to work together, leading to compatibility issues and reduced effectiveness. Reliance on Technology: ITS systems are heavily reliant on technology, and any failure or disruption of that technology could lead to significant problems. 4. Other Challenges: Public Acceptance: Public acceptance of ITS technologies can be a challenge, particularly if there are concerns about privacy or security. Regulatory Hurdles:

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Machine learning typically happens through trial and error often requiring hundreds of thousands of errors to get good at the job you're trying to program it for. Considering this is only a short-term stop gap measure you will get the worst performance out of the AI. Given that it's an emerging technology finding people to repair it will be difficult as well. Tech companies are also infamous for burying in the details of their terms and conditions ways to steal data from the general public. It would make more sense to get rid of the light on stepping stone and make a new road in the newly developing area now that the greenhouses are gone. Stepping stone is just too close to baseline and doesn't allow many people to make a left hand turn if they're traveling northbound on 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	This was supposed to be a survey. One multiple choice question? If you don't even know how to create a relevant survey why should I trust you knowing how to spend millions of dollars wisely?
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Stop letting developers destroy the forest lands and make buildings on them and make the area more congested. All the beautiful trees and parks were destroyed on Walker and built many many buildings that are causing all the congestion. How about NO more buildings? Prevention is the key.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	What a waste of money. SW 185th avenue needs a cycle track and a light rail line; instead, you're proposing this? No. This is milquetoast. This is a useless half-measure. Stop wasting our time and the region's resources on this BS.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	There is a lot of traffic on 185th and Baseline during a considerable number of hours of each day. This project would help ease the congestion and make it safer for drivers and pedestrians.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	This sounds like a huge waste of 4.5 million dollars. Trimet is already losing billions of dollars a year. Throwing more money at it, will not fix it.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Too expensive, minimal benefit. Let TriMet fund it.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	Get rid of the light rail. People are afraid to ride it
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	1	the ridership is down 40% and so reduce the trains by 40%. Move the train stop away from 185th to keep the speed of the train up. Stopping there makes the train slow down.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	Move the rail line to go above or below the street then your traffic congestion issues will be solved. The MAX makes that intersection extremely unsafe.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	Why waste money on this when you already know you need to rebuild the bridge that is next to 185th to go over it. These figure also do show what the upkeep will be to maintain all this high end equipment and the cost of ai associated with it.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	I would prefer to see money spent to raise the road or lower the max tracks to eliminate the jams at this intersection. I also prefer to improve the experience for drivers, not bus riders. Metro funding from car registration being applied to bus transportation feels like a misuse of funds.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	I'm leary of the fact that it is controlled by AI. Why does it have to be so fancy? And just what is " Transit Signal Priority"? Does that mean that every time a train is approaching, AI is going to interrupt traffic to let the train go through? That doesn't sound cool.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	I see nothing in this project that will help walkers or bikers. We should focus more on non-car issues in the area.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	A more needed solution is to elevate max line higher like Richmond BC's light rail lines so vehicle traffic and light rail line do not have to stop and wait for each other.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	Why? So Tri-Met can run faster buses? If we want to improve public transportation, then we should run a light rail from TV Hwy to PCC Rock Creek. Connect it to Tri-Met bus lines at TV Hwy, Cornell, Walker, Rock Creek Blvd, and West Union. Hop on and hop off for shoppers at Tanasbourne, students at Westview and PCC, and additional transit to Quatama MAX lines.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	2	185th Ave. in Washington County has developed into one of the majou county roads in the area. The traffic management is essentially a failure from north of HWY 26 to Farmington Road. The multitude of traffic signals on 185th have not been aligned with others within the route. A program to make 185 the major traffic path in this area would include that all traffic signals would be programmed to permit as much constant traffic flow as possible! This should be an extensive case study in traffic management. I believe other cities/planners have done this in many other locations. I have heard of some coordinated projects that are being used but I have not seen any positive result. The area from NW Rock Creek to Baseline has so many signals but there is no real effort to permit a flow of traffic either south or north bound. Washington County, Hillsboro and Beaverton have permitted extensive development in the area (region) with no additional significant traffic improvements. The subject of public transportation in the area of Washington County is nearly non-existant. I used to use Tri-Met prior to the MAX system with relative rapid trips and many people actually used the system. One just needs to look at any Tri-Met bus or MAX train at nealy any time of the day of the week to note that the Tri-Met system in the region is a failure! In short, this Smart 185th Avenue Project will be studied for several years, designed and after another ten years construction that will start, the project will be obsolete due to technology advancements and the planners realizing that directing people to do something they do not like is like hearding cats! I have purchased property more than fifty years ago and have seen the development occur. I am also a Registered Professional Engineer that has worked on many utility, road and traffic projets in the past. I am not optomistic about this.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	It sounds interesting but I don't understand the AI element of this project and why that is needed for traffic signals.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	The turning light facing West / turning south is almost always stalled due to the Max crossing. Turning right onto 185th from Baseline is always backed up due to the Max line.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	giving the bus's more access to the road would push cars back more in the right away
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	please stop prioritizing the mostly empty transit system at the periphery of metro..... every time my car stops for the max we play the "count the metro passengers, vs. count the cars" game and usually its 3:1 cars vs people in transit, and frequently transit is totally empty!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	Especially the left turn onto baseline. It literally is green for 4 seconds. Traffic get supper clogged up there because ony 2-3 cars can make it thru.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	No cameras
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	Good to help light signals be intertwined but This seems like you are just kicking the can down the road for trimet bridge that was to be built 20 yrs ago. It's also kind of shocking to find out that the traffic signals are not tied to get her in some way. Why was the better red line project before a bridge?! Side question why wasn't there development fees charged to the panzer nursery redevelopment project to help pay for the bridge anyways?
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	3	Is it fair for the City of Hillsboro to promote this via email blast (Mar 31, 2025, 10:36 AM) and web sites saying "Voice Your Support"? It does not seem appropriate for a government entity to endorse. See https://content.govdelivery.com/accounts/ORHILLSBORO/bulletins/3d91cbd. Please do not allow the number of comments to be a factor due to the City of Hillsboro promoting its own local ones only.

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Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	I am very concerned about the dedicated bus lane that is mentioned but not detailed. Y'all have a bad reputation for pushing through TWO pet projects regarding this intersection and ignoring public feedback. All prior concerns raised have come to pass :(. Other than being freaked out about the possible bus lane, my top suggestion is: If you are installing smart train sensors, then put the left turn lane back into place and quit the stupid forced cloverleaf. The problem with the left turn lane (east baseline to north 185th) is that if a train comes, cars could get stuck in the intersection. Smart sensors can prevent this from happening. You don't have to physically remove the cloverleaf (that would be expensive). Just reinstate the left turn lane along with the new sensor support. Half of the time, people in the cloverleaf cannot get onto 185th when their light is green because northbound 185th traffic isn't stopped early enough and the intersection is full of cars.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	I know that 185th is a busy thoroughfare but sometimes the lights at Holly and Heritage to turn onto185th seem to last red an extraordinarily long time. Also, the Trimet trains really cause large backups at times (especially with the Red line addition and at times a double wait because there are trains crossing in both directions). Glad something is proposed to mitigate these issues..
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	There are often long lines at lights on 185th. This not only annoys drivers, it can limit access to business entrances and encourage light-running. Please approve this project to enhance safety and productivity in our community.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	Badly needed to aid in congestion which caused frustration to drivers, bike riders and pedestrians. Frustration constantly leads to everyone taking chances, or making VERY unwise actions. Additionally, action at the intersection is slowed due to drivers moving forward to the intersections as they wait for "risk takers" plowing thru red lights, or making unwise changes within the intersection. Also bikers are frustrated resulting in their going against signals, not allowing drivers to deal with traffic. Bottom line, everyone "pushes the window", esp if they think a MAX train is coming causing further delays.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	This is a major thoroughfare in Washington County, and it is also a bit of a mess. People who are traveling eastbound on Baseline and are unfamiliar with the area have little awareness or warning of the fact that they cannot turn north on 185th, which causes accidents. The MAX goes through this intersection often, and with its ability to change the traffic lights, I have waited through 3 or 4 lights numerous times while simple traveling south to north on 185th. The intersection is unclear and dangerous for the amount of traffic "exceptions" associated with it. There is also the consistent presence of pedestrians at this intersection, which causes additional potential mishaps/dangers for people. PLEASE make this project a priority, as we very much need better technology to manage this intersection, or an intersection revamp (which would cost so much more in money and traffic issues over a long period of time). Improvement at this intersection would improve efficiency, time, traffic congestion, and safety outcomes for both drivers and pedestrians. This problematic area only continues to get worse each year at all times of the day, not just peak hours. Please know that as a lifelong resident of Washington County, resolving safety and congestion issues at this intersection is a major priority. Thank you.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	Traffic along this corridor has been increasing. Enhancing the flow of traffic, and safety of pedestrian and bike traffic, is essential.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	Priority should be placed on making this section safer for pedestrians and bicyclists. And improving bus service throught this area. Lastly, lowering the speed limit.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	Would have been better to build an overpass for the max decades ago but improved signalling would also help here. This intersection is often brought to a standstill. This isn't my favorite project because I think the money could be better spent doing the hard work of building safer bike lanes/paths, multi-use nature trails, etc. The "AI" may not work at all and then a lot of money has been wasted.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	The intersection of Baseline and 185th itself seems to be the biggest issue, with the way the light rail track affects the signals. Once you get past the rail going either way there's not really much of a traffic issue, but the intersection at 185th and baseline northbound can sometimes feel like it's stuck forever watching every other street taking several turns before allowing the northbound traffic.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	Pedestrians are being stranded when the cross lights don't work because a train came through. There needs to be better timing, or smarter crosswalks - if the pedestrian wants to cross 185th, they're going the same direction as the train. Let them. Perhaps consider stopping all traffic in all ways and allow pedestrians in all directions. This is painful, and I know the fix will be painful as well, but hoping for a better experience for those trying to GET to the MAX station not being stopped because of a MAX train crossing!

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	lane turn usthisto have so 185thon baseline of south Liv .turn a geteven not do you sometimes terrible is 185th581 to baseline fromm lane turn Left
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	turn a get even not do you Sometimes
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	There are too many traffic signals in such a short area
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	4	The intersection at 185th and Baseline has historically been terrible for as long as I can remember. I've seen so many accidents and even more almost accidents, plus it takes forever to get through the intersection sometimes, mainly due to the timing of the lights with lightrail. Then there's the odd way of getting onto 185th from Baseline, it's not your normal take a left, so many people miss that. I basically avoid that intersection if I can now.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is essential and needs to be prioritized
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I believe this project came about because something needs to be done about the backups at the MAX crossing. This project would be a huge benefit to heavily utilized corridor.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project would help mitigate congestion on 185th Avenue by adding smart signal technology to the corridor to assist with bus preemption and pedestrian crossings. This project will increase safety for pedestrians and cyclists by providing adequate crossing windows, which will deter them from crossing the train tracks at inappropriate times.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection has a high volume of traffic both vehicular and pedestrians who would benefit from increased safety.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It's encouraging that county is willing to explore more innovative solutions before spending more $$$ on construction. Although, this could be a temporary solution, it could be a great case study for Washington county and has the potential to make the whole traffic system much smarter and efficient. An AI powered intelligent system with presence detection and alligning traffic lights accordingly will not only save waiting time, can also save gas and it contributes to further improving our climate as well!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is a key investment to help improve multimodal transit. N/S transit routes have been lacking in Hillsboro for some time and this investment can help to address this long-standing issue by improving safety, transit reliability and overall reliabiliy improvements for all users.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please prioritize cycling, the current eastbound Baseline configuration is a death trap. I've been cycling for 40 years and am very comfortable in traffic and that merge on the east side of 185th always makes me wonder if I'll make it through. That is some horrible infrastructure, totally car centeric in design.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Needed!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is a nightmare at all hours of the day
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I would be so thankful if this went through. I'm beginning to loathe having to travel on 185th. The combination of the train and lights can really back up traffic at Baseline.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Good start but not sufficient...needs overpass for MAX
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Let's stay ahead of this looming problem before someone gets killed. This is a stopgap measure while the funds are found to install the actual solution of a raised grade rail line over 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I take this road several times a week. Better roads and a better bus system would help.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Traffic flow is very "temperamental" up and down 185th due to multiple school accessways plus lots of incoming high volume east/west roads

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is definitely needed, but it was predicted 15-20 years ago. Stop wasting money on Band-Aids and do the job properly.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project is key for the current and future growth of the region - seems like it really benefits all modes of transit!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	With MAX Better Red, the increased trains has only made this more congested, and the Willow Creek apartments have added to this as well. Any help in improving this intersection is highly appreciated, especially with South Hillsboro growing.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I travel through this are frequently and the left turn from 185th onto Baseline is one of the longest waits in the area, often worsened when the MAX comes through. An improved signaling system would ease congestion and make it safer for pedestrians and cyclists crossing through.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	While I think this project is needed a better choice would be Baseline road from 185th to Cornelius Pass. Those lights, especially at 205th are horrible at co-ordination and have larger backup traffic times.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is a very busy and crucial areas between hillsboro and beaverton. Traffic here can be an absolute nightmare and it gets exacerbated due to short lights becomes of oncoming trains from the MAX. Having a smart sensor and real time traffic lights will reduce commute times, prevent accidents, and overall help with the flow of the daily commute.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I'd like to see this happen, as I live on 185th, and the traffic lights are terrible - they definitely do not allow for traffic flow.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th can get extremely congested. I live right off of it and traveling just up the block during rush hour is a massive headache. Many times it feels like you're waiting at long lights for only one or two cars to turn off of a side street, causing bottlenecks. This initiative would significantly benefit not only nearby residents, but also businesses on nearby Walker or Baseline Roads.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I attended the community involvement meeting where this was presented. It makes great sense to work on the timing of the lightrail to reduce the number of times traffic needs to be stopped (possibly in half!). I have shared this with multiple neighbors and they are equally impressed with the possibility.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project will make travelling the area quicker and safer. As a bike commuter the intersection at 185th and baseline has always worried me and my safety.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Quite often, when driving at this intersection, I've been left sitting at a red light while other sides get multiple greens before my light turns green. This project needs to happen.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The intersection of Baseline & 185th is quite a hassle, moving to the north and especially moving north trying to turn onto westbound Baseline. Adding better stoplight timing to the road would be greatly welcomed.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	My commute from below TV Hwy to Hwy 26 on 185th is the longest and most frustrating part. I get stuck at this light, and then the max stop for up to 10 minutes. I often need to turn left from 185th onto Baseline to get to the Align and Shine business and I stop at this light, not getting a green, sometimes for 3 cycles. Why does it take me 20 minutes just to get up 185th?
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	These improvements are very necessary to improve traffic flow and safety on 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Make this a priority as it is needed urgently to fix the constant gridy
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	There is no way to overstate the need for improvement here. Traffic along this corridor is heavy, and the existing patchwork of traffic management creates many unnecessary stops. Connecting all the dots to maximize overall flow will massively enhance commute for thousands of people, and especially make public transit more attractive by lowering riding time. Please make this project a reality!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The project improves the safety of people walking on 185th Avenue by reducing the walking delay to cross Baseline Street. It also helps reduce greenhouse gas emissions by improving the saturated flow of the 185th Avenue. Bus service along 185th Avenue also improves with this project. This project is a win-win for all modes of traffic.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is an unsafe area during high traffic times. I worry about pedestrians, children and bike riders navigating around the angry drivers who rage drive around the busses and trains. There are apartments, a day care and a max station all right here, they deserve more safety.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project is extremely important for commuters like us. All the motorists suffer when they travel north bound on 185th Ave, and have to wait for extremely long time to turn left onto West bound of Baseline. If a Max train passes then they'd lose a turn for the green left-turn signal, and the left-turn lane capacity is severely under-sized for the the amount of traffic.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This section of road is infuriating. With just a bit of timed lighting and adaptive traffic control it could be *much* better. I'm very supportive of this.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Traffic at this intersection is unpredictable and can cause significant backups. Drivers get frustrated, run red lights putting pedestrians and bicyclists at risk. With significant new housing going in next door and all down baseline, this intersection will only grow in traffic volume - updates need to occur soon
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please make this happen! The congestion in this area is only getting worse and it's a high-traffic area for pedestrians. This will impact thousands of Washington county residents on a daily basis it will be well worth the investment in our future.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This spot is always so backed up with traffic.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I commute to work daily during regular business hours and must cross at this intersection. It is the most frustrating intersection of my entire commute and the timing/sequence of the lights appears to make no sense. Anything to improve this intersection would be greatly appreciated and significantly improve the quality daily commuting for me and many others. If I were looking to move homes, living on the other side of this intersection to avoid it would be a consideration for me. From a safety perspective, I've observed that, as drivers approach this intersection, many speed up (above the speed limit) to avoid a red light because the timing of when it will change appears very unpredictable and inconsistent with other traffic lights in the area. The size and layout of the intersection already create concern/confusion.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	As a daily commuter of both 185th and Baseline, including the intersection, I'm thrilled to see this getting attention and excited for the changes. I would also love to see the jughandle removed so eastbound traffic on baseline can directly turn left onto northbound 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th Avenue is often a clogged mess of traffic. This improvement would be a huge, positive enhancement and increase traffic safety.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The MAX Red Line extension is great, but now that trains are coming every 3-4 minutes, we need to improve flow at the grade crossings. Please fund this project to help fix 185th!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is a major bottleneck these days. Please make it more user friendly. The more you push traffic to the back streets, the less safe they become for pedestrians and animals, as people speed through the neighborhoods.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	would love to see more integration of technology to help improve traffic flow around Hillsboro.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This would greatly improve safety and efficiency at this critical intersection.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This would streamline travel through 185th and give us a smoother option for traveling between Walker and Baseline.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This stretch of 185th is extremely congested at all times. light spacing and timing are not conducive to streamlining traffic.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Traffic is very congested at this pinch point
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Excellent location to test intelligent signals for multimodal transportation

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please prioritize this project to reduce traffic congestion and increase safety in Hillsboro. I am hoping that it will include the following: Real-time traffic management to improve flow Coordinated, AI-powered traffic & rail signals to reduce delays Safer crossings for pedestrians & cyclists Priority access for TriMet buses
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I just moved to the area and the most frequent thing I see or hear about on the Ring Neighbors app is that there was another accident on 185. It's up there with the posts of lost pets, and that's a lot. I think anything we can do to improve the safety of pedestrians and motorists in that area would be beneficial to the city. Nobody should have to bury a loved one due to infrastructure not keeping up with the city's growth.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is so congested and unsafe and I work on the corner. It sometimes takes me over 15 minutes waiting to turn left to access willow creek crossing. Please approve and please get to work on this asap.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I am supportive of any signaling/sensor improvements or grade separation done here. Regardless of that work, is it possible to increase the traffic light cycling frequency at 185th/Baseline? The turning phases are short, throughbound phases are long at I think 2min, and the frequent MAX trains cut the turning phases or travel on 185th. Traffic keeps building up over those two minutes, fills and backs up the lanes, and the short turning phases don't clear out lanes completely. If you increase the frequency of signal changes outside when the MAX is crossing, it could help keep cars moving and cut down on how many cars are stopped at that intersection.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Keep humans in the loop and analyze the data carefully. AI can lie.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is practically a roadblock during busy times. I've seen ambulances trapped, unable to move forward. The max resets the lights every few minutes causing north/south bound traffic on 185th to come to a complete halt.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185 has been a nightmare ever since it went to 4/5 lanes. Too many traffic lights! Max seems to come just when NB 185th traffic should go, then the cycle starts over. I've waited thru multiple cycles countless times! I try to avoid 185th at all costs, not what you intend for a major arterial.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I like the improvements you are making. If you are adding timing to the lights on 185th, is it possible to make the lights at Holly and Heritage change more often when there's no traffic detected along that stretch of 185th? In the evenings or outside rush hour in daytime I sit for 2-3 minutes at Holly waiting to taking a left when there's no cars passing on 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is totally necessary and would eliminate the kind of traffic standstills we are now experiencing
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I've lived in the Tanasbrook neighborhood for 17 years, located on 185th and Cornell. Traffic here, from Baseline to Cornell, particularly during peak times, has always been fairly-to-severely congested and seems to worsen each year. There have been more than several tragic, fatal collisions and hit & runs just in the last few years, that could've been prevented or the risks of it greatly reduced, with improved infrastructure. When people drive north or south on 185th between Walker and Baseline, they typically get frustrated by the congestion, and then speed towards N towards Cornell or S towards Baseline. To put it simply, it's unsafe. It's unsafe to drive during peak times. It's certainly unsafe for bicyclists, bus riders, and pedestrians, particularly at the Eider (where there is a school)/Walker/Heritage/Salix/Baseline crossings. I used to bicycle and walk a lot around here, and I don't anymore for safety reasons. I also used the 185th MAX station fairly often, but I don't even bother driving there anymore, instead preferring to use Elmonica. SW 185th ITS is long overdue for improvements.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Definitely need safer and more efficient flow of traffic along this corridor. That overall cost is less than I would have thought, and certainly beings important value to the entire area from both a residential and commercial point of view.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	As a first responder, I am both intrigued and invested in what precedent this technology can introduce. The description seems a little vague, but it seems like this will connect the traffic signals to the MAX, which will help us getting through the area.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please help prioritize this project! Traffic snarls at this intersection are scary and even during non-rush-hour times it is not safe. I've had several near miss accidents while driving through this intersection. It's also very non-intuitive where drivers who are heading east on Baseline and want to turn north onto 185th actually need to be in the right hand lane of Baseline, cross past 185th, and then take the cloverleaf to turn them around for merging onto 185th going northbound. Lots of folks end up trying to make last-minute lane changes which only adds to the danger, and because traffic jams up so badly it is very hard to merge back onto 185h after you traverse the cloverleaf. This intersection desperately needs improvement!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Hillsboro's population has grown and is still increasing. This improvement will help us get around more efficiently and safer for cyclists, pedestrians and motorists
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This would help us reduce traffic, it would coordinate signals and we'll make driving much easier and accessibel
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is problematic with long waits. It seems very unsafe for pedestrians too. I'm for anything that can reduce congestion and improve safety.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Reducing congestion here would help in more than obviously tangible ways. The frustration it can cause leads to unsafe driving maneuvers and drivers short on patience making less than wise choices. With PCC and the MAX stations so close to the intersection, we want to do all possible to maximize the use of those things, and reducing congestion and making it easier to get where needed would also help with that., as well as improve safety.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is a very busy corridor and safety for all is needed. Better alignment of lights and max would create better flow and not strand pedestrians in vulnerable areas.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It is very much needed as this is a busy traffic corridor and many intersections, especially around where the MAX line crosses 185th, is very prone to accidents and traffic tie-ups
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The constant congestion in this section of 185th inhibits me and my neighbors from driving to the Willow Creek MAX station. Creating a free flow of traffic will improve pedestrian and bike safety. It will be a boon to the many small businesses along this route. My husband and I are strong supporters of this project. We'd like to see tax dollars spent where the majority of people in our County will benefit. Vote Yes.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	As South Hillsboro continues to develop, the north-south arterials are becoming increasingly important in moving traffic to Highway 26. 185th gets incredibly congested, even during non peak hours.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	there is even MORE single/multi-level housing being built in this area that is so congested! It is terrible with no end in sight! PLEASE at least fix some of the congestion with lights in sync, etc. It is only going to get worse and worse!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Allow better timing and space for vehicles that want to turn left in the 185th and baseline intersection.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Would like to see this as well as an improvement to the 185th/OR-8 (TV Hwy) as well as that is also a huge bottleneck
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project was promised as part of the original agreement with MAX, please do !
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th seems like a road that has long outgrown the population growth around it. There is always an odd, unorganized amount of traffic in this stretch and the area has simply modernized without the traffic improvements. This would be a great addition and I'd really like to see it come to life as a nearby resident.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is a vital throughway that is often congested with a high volume of vehicles.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The intersection at 185th and west baseline is THE most awful light to wait at especially when going west on west baseline waiting for the light . If a trimet max goes by, often have to wait 2-3 cycles of lights before it's my turn to to turn west coming from the south. I hope this project goes through! I take that road daily for daycare pick up and drop off

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	For 25 years I lived just off 185th between Walker and Baseline, much of that time being when it was a two lane road with stop signs and no traffic signals. Even after moving closer to the center of Hillsboro, I continued to work in that immediate area. My son still lives and works there, and I hate driving on 185th to visit. Not only is the congestion awful, but the traffic signals at intersections seem like they're designed to impede the flow of traffic. A lot of the time spent sitting on a side street waiting for the signal to change, there's little traffic on 185th. As soon as a flood of traffic comes along, THAT's when the light changes, just in time to stop the major flow of traffic. If ever there was a project that begged for timed lights and predictive AI, the project on 185th is it.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is a key piece of traffic flow for my own commute to work, as well as many others for not only work, but many other errands. Increased use of technology to maximize efficiency would be appreciated.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is highly in need of this type of improvement, as it is extremely congested frequently. This area is only increasing constantly in population and these improvements would help tremendously.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is an area of high congestion during multiple parts of the day and week. Coordinating the stoplights to help traffic flow rather than on the traditional timers they are on will help the flow, especially with South Hillsboro coming online in 2025 and beyond. As these areas grow, Tanasborne will continue to see increased traffic. Without these improvements, we will see congestion like what we see in Cedar Mills area. As Hillsboro continues to grow, we need to ensure all people in different modes of transit (car, bike, walking, bus, light rail, etc.) have safe and predictable ways to travel 185th. The construction to build this will be a small pain point, but will help to alleviate a growing pain for those traveling down 185th. Not only an immediate effect just on 185th but improvements will be felt on TV highway and Farmington. How? GPS will start to send people down 217 and through TV Highway and Farmington if there continues to be bottlenecks on 185th. This would impact the greater Washington County area. Keep people on Highway 26 to get to the 185th exit to get down to Aloha.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It regularly takes me 10+ minutes to get through the Baseline/185th intersection going northbound around 5:30pm. The train signals mess up the traffic lights entirely and the line of people waiting to get through just gets longer and longer.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This transportation project will significantly improve traffic flow on 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is a much needed project on 185th Ave. many times I find myself waiting in the turn lane to turn onto baseline Road and it makes no sense the way that the railway max signals and the signal on 185th and baseline are not coordinated well there’s a lot of waiting a lot of congestion and I fully support this project moving forward to make traffic more streamlined on 185th Ave.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is a busy road and the traffic is always a problem, at all times of day and night. As the area gets busier this really needs to be addressed.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This will improve traffic flow in one of the busiest sections of Hillsboro Beaverton area.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Git 'er done!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This partnership with TriMet, County, and 2 cities is an opportunity to be innovative, applying technology to solve problems more cost effectively than infrastructure. Will set an example that can be applied all over the region. Significant benefits to emissions on the corridor and would support future plans for High Capacity Transit/Frequent Service. This project may not fit in conventional categories, but it should be embraced as a cost effective and innovative solution to a challenging location for all modes. It is also located adjacent to a large low income housing development and anticipated transit oriented developments that will bear the brunt of the transportation issues at this location.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project is great and the intersection is totally packed with cars, bicyclists and pedestrians who can't get to where they want to go due to light rail trains. This project should go to the top of the funding priority list!!!!

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Reduce congestion along with increasing pedestrian and bike safety. Metro needs to be more forthcoming regarding what type of project is appropriate for this grant. Seems like not all proposals align at all. Public interest is very high for this one. That should make for very high points as your constituents obviously approve of this and not base it off some random rubix. Listen to the people. This project needs to happen. This intersection is horrible.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	integration of rail and road signals is well overdue, thank you
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is extremely necessary due to the new houses and apartments in the area
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	My wife and I drive through the baseline 185th intersection daily. We have gotten stuck traveling North on 185th for up to 15 minutes. We 100% support this proposal.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is such a busy area all along 185th and improving traffic flow and pedestrian access should be a priority
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	i need this, almost every time i pass that light i have to stop. it’s ridiculous
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I lived near 185th and Baseline for several years, 6 years ago. I went through this intersection daily. So many accidents here. I live in Orenco now and avoid this intersection as much as possible because of the accidents I had experienced. I would love to see improvements here! From what I remember the east/west bound signals for Baseline were regularly interrupted by the max crossing. During rush hour the max came often enough that the westbound turn lane would continuously get skipped leading to frustrated drivers making illegal u-turns at a red light. Eastbound would also get short cycles leading to a lot of running of red lights. I'm not sure if this is still a problem but I always thought it would be great for the max trains to synchronize their crossing of 185th during rush hours to limit the frequency the 185th & Baseline signal got interrupted for the train. Or maybe I'm dreaming... but build a bridge for the max like Cornelius Pass Rd!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is an intersection that I use multiple times a day, and it is inefficient and dangerous on several levels.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Having grown up in this area, I've seen the transformation of this intersection over the years and it has become a terrible intersection. This intersection is not intuitive, it's very confusing, and dangerous. I feel bad for the businesses in the mall on the sw corner as I intentionally avoid going to shop there because I'm scared to try driving out back on to the roads and/or concerned with how much time it will take to get out. Altogether, this intersection is one of the strangest and dysfunctional in the county and it needs all of the help it can get to make it work well. Humans have made this situation worse, hopefully AI can find a better solution to save us from our bad designs.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The traffic on 185th is horrible in general between Hyw 26 and Baseline.. not just that intersection with Baseline. The intersection of 185th and Evergreen rd is just about as bad. It sometimes takes 15min to go 2 miles... unacceptable.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	easier and safer cross walks will be better for all members of the community.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The system in place now has been pretty bad for the past decade I've lived here. The lights definitely don't understand what cars are at which side of the street. Now with so many more people here this is such a big hold up of an area A smarter system would do everyone here a huge favor. With the new housing developments next to 185th it's only gonna get worse if nothing gets done
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The City of Hillsboro has been wanting to improve this intersection for a long time and this seems like an efficient way to do it, especially as future infill development creates even more pedestrian and car travel in the near future.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Bad Intersection, Light Rail Bridge needs to be Build

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Public transportation investment will help in the flight against climate change. It'll also help reduce traffic congestion. Investment towards pubic transit benefits multiple areas of society!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This road is really congested these day.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I live 1/2 mile from this 185th problem. The backups become a significant problem because we have the 185th and Baseline lights dafaulting to the MAX crossing lights, creating huge backups. This has become a much more significant problem the past few years as additional housing has been built where all the tenants use 185th so addressing this growing problem would be a good use of funds. Thank-you
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to make safety happen for everyone. All Intersections need to stay Coordination's. Train Preempts on 185th at Baseline needs to be Eliminated to a Smart Radar Camera. It is the Worst Intersection ever and its Dangerous and Hazardous. Once we get the Money by the Federal Government. We definitely need to Build a Light Rail Bridge. A Grade Separation Project needs to be made right now.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Yes please!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I would like to see this area better prioritize people who are biking, walking and rolling, as well as accessing transit options.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I live nearby and strongly support better traffic management in this area.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Help to declutter 185th Ave. closer to the freeway would be helpful as well
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Wait time for signals here is very, very long. I have seen people make dangerous u-turns as well as drive into oncoming traffic out of frustration for wait time.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Public transportation investments helps to alleviate traffic, and meet our climate change goals. Making public transportation easier to use and less disruptive to private vehicles sharing the road will help both stakeholders.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It will be great to have this project. Are there any simulations on how would this project improve traffic compared for example to a bridge construction?
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is a major artery off Hwy 26 into suburbs of Hillsboro and Beaverton. These areas are growing by leaps and bounds. Maintaining smooth traffic flow balanced by safe walkability will keep these areas desirable and much safer places to live. The Smart SW 185th Ave ITS and Better Bus Project is desperately needed to keep these two important Portland Metro cities safe for its citizens.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The max line creates a backup of traffic in all directions during high peak travel times. Ideally, the max would have a bridge to go over 185th to minimize impacts to traffic
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is a bummer with the MAX impacting traffic flow all too often
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I would like to report that 185th is Very Unsafe and Dangerous, Vehicles are Fast and Hazardous. We need to Coordinate All Timing to Traffic Signals between Highway 26 to Farmington Road. 185th at Baseline is a Very Bad Intersection and We need to Build a Light Rail Bridge. Start on Grade Separation Projects Immediately. First Railroad Crossings to be Removed is 185th. We would like to Permanently Eliminate All Railroad Crossings 100% on Trimet Property. All to be replaced to Grade Separation Bridges Only 100%. Cause we don't want anyone to get Hit or Killed.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	They are building LOTS new housing along baseline that will be adding to congestion, anything to ease what is coming for all who live in the area and commute.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This is an essential project for transportation in a complex corridor. By utilizing new technology we have an opportunity to make this stretch more efficient and safe for all who travel through this area. Part of building safe and effective public transportation system is dealing with challenges as they arise, so that negative experiences don't continue to impact people and change their opinions of our Trimet services. The longer this issue goes unresolved, the more dissatisfaction people will have with Trimet.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to make the MAX go over 185th. The county keeps approving these hideous apt complexes, and don't do anything for the traffic
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I like that it doesn't have much road widening and it makes bus travel better.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Improving traffic flow on Hillsboro's main roads should be a very high priority. Traffic lights are not optimized for the volume of traffic, especially during high traffic volumes, and many vehicles are often stopped to just let one or two cross the main roads. Optimizing flow to allow high traffic volumes to pass with far fewer stops will reduce fuel consumption, vehicle wear, and pollution. It may also reduce the likelihood of accidents.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project needs to include traffic light timing all the way from Baseline to Hwy 26. The area between Cornell and the Hwy also suffers.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This project will provide needed relief to a traffic snarl created by too many trains crossing an important north/south route for the traveling public. Relief is needed to ensure certainty for public transportation and for communters alike.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	his area experiences significant congestion. The traffic light at Baseline and 185th frequently causes backups due to suboptimal settings. The loop from East Baseline to North 185th exacerbates the issue. Additionally, a planter on 185th just south of Baseline limits the number of cars in the left-turn lane, causing further delays when the left-turn light is red, but 185th northbound is green. An overpass for the MAX would be ideal, but it may be too close to 185th unless the station is relocated further west.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Any kind of intelligence added to this intersection would be great
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Get TriMet to fund this project, WAY TOO EXPENSIVE for minimal improvements.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th and Baseline traffic is unbearable in the mornings I have waited 3 full traffic lights for one left turn signal onto baseline from 185th this whole intersection, bus line and area needs reevaluated and monitored better for improvements there is a gridlock here every morning and afternoon that can take extended periods of time to get through one block. Pain point Mornings and Afternoon rush hour
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Improve this area
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This intersection is the WORST. I live right by it and everyday it takes up so many people’s time and patience. Please do something!!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Critical road connecting cooper mountain to Hillsboro and Intel. This becomes even more critical with all the planned housing projects in copper mountain.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Baseline/185th is a sore spot when trying to get anywhere, cleaning it up, even partially, would be a boon.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I drive this about 4 times a week and am constantly frustrated with the intersection of Baseline and 185th. When I am traveling north on 185th and want to turn left onto Baseline to travel west, I often have to wait several traffic cycles before the light turns green. The MAX train will come through and will cause the left turn light to miss its cycle. So the traffic sits there for several cycles and backs up the traffic going straight through the light traveling north because the left-hand turn lane is backed up. It would make sense that while the MAX is going through to allow the traffic to turn left since there is no oncoming traffic. Since it seems like no one has reasoned this out, perhaps AI detection and sensors can figure this out and relieve some of the traffic nightmare.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This area is a nightmare during busy traffic times. There is no close freeway/highway. Free up this congestion.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Smart traffic signals are needed to prevent accidents in this very dangerous intersection-185th and Baseline.

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Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I believe that this project needs to be prioritized over other projects, as during rush hours, it becomes extremely congested and obvious that the lights don't work together with the MAX crossing signals.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It is a boondoggle. Poor management light rail should've been put underground. I live 185 and Heritage Parkway. And when I was driving for Tri Met, the 52 line or 88 line, we could forget our time points to Willow Creek because of the trains poorly designed.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I live off 197th Ave, so 185th Ave is crucial for travel in my area. There have been WAY too many deaths and serious injuries on this stretch over the last few years. These improvements are an absolute necessity!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Being a bicyclist, getting stranded on the corner when you know the light pattern and it gets interrupted by the passing trains is not very pleasant in the rainy weather.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	PLEASE do this ASAP!!!! I have been rear-ended while waiting for the MAX. I have been nearly hit multiple times by vehicles rushing to beat the MAX. The light on 185th for the Baseline roundabout turn is basically useless. No one stops where they are supposed to. This area is a hazard and has been for the 30+ years I have lived within it.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	This has been necessary for a longtime.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Anything that would help traffic is great.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I'm thankful you are looking at the project from Baseline to Walker, but what about north to Hwy 26?
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	One option that could ease traffic would be to hold a train if the opposite train is within 2 minutes of the Willow Creek stop. Stopping north/south 185th traffic twice in a short period of time is just stupid. Also, the traffic at the light trying to enter 185th north just gets stuck there. That has to be looked at as well.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It is LONG overdue! There have been times I have sat in the Northbound left turn lane on 185th for over 10 minutes because the timing of the lights resets every time the train goes by. The east and westbound lanes on Baseline both get green lights, a train goes by again, and it starts over with the east and westbound lanes getting green lights while we just sit there. The logical thing would be to have the lights set so the northbound left turn light on 185th turns green when no traffic is coming the other direction because it's stopped by the train but the lights aren't set up to work that way. I've seen the left turn lane backed up at least 20 cars at times
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please support better traffic flow and increased bicycle and pedestrian safety by supporting this project. Accessibility is important!
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th is already a nightmare for cyclists and pedestrians. North/south lights are green but no walk light. Buses crossing into bike lanes. Please do what it takes to improve traffic flow.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Traffic also continues north to 185th and Cornell, this could continue further north.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Trying to turn left from 185th onto baseline by the goodwill is ridiculous. You sometimes have to wait 3-4 times to get through the light. The light changes extremely fast. Only a few cars get through at a time. Also trying to exit out of goodwill back onto 185th is dangerous if trying to turn left back onto 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I drive through this area along 185th on my way to/from work three days a week. It is not uncommon for it to take over 5 minutes and 4-5 light cycles to get through the Baseline/185th intersection, especially while heading northbound in the morning. Improvements are definitely needed.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Really needs a grade separation between the tracks and the road
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I pass thru this intersection every day and is by far the worst. The max line really disrupts the flow and we need a better way to get cars thru the intersection faster. Please consider this project

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Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Currenttly The MAX frequency clogs traffic at baseline and 185th. I see this as a way to fix that snarl.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Even though the shopping areas are geographically closer to me, I will stay out of the region because it takes me longer to commute into the area.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The traffic lights at that intersection and regular max disruption cause significant delays and backup. The traffic control lights being synchronized would help this. It's a hard intersection to avoid to get where you need to go, not being able to turn left onto 185th from baseline further complicated things.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	One of the reasons we moved from this area was how bad the traffic lights are. The timing is off so you have to stop at every. Single. Light. And there's SO MANY LIGHTS. We lived just on the north side of 26 and getting to Aloha down 185th was so annoying that we didn't want to visit business in that area. It was easier to visit Beaverton via 26. It should be a smooth access road that connects 26 to the 8 quickly and efficiently. Also, there are many lights that have a left turn lane where the arrow should turn yellow so you can proceed when safe, but the turning arrow lights only go red and green. This causes extra hold up waiting for a whole light cycle when it was clear and safe to turn. These issues effect the whole area, however 185th is especially bad. I am convinced the poor light and traffic timing creates excessive frustration, light running, and road rage.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	As a central hub the Max rail changes the lights frequently and backs up 1 direction rapidly. Causing excessive time. If they can merge light rail time with traffic would be great.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Please consider increasing the bus bump outs on this stretch - this alone causes tremendous backup when buses block traffic flow in one lane. Can the bus stop at Edgeway and 185th be moved to around the corner off of 185th since the bus already turns to the Sunset Transit Center? When the light is green and the bus stops the flow it creates chaos and especially when lightrail then stops the flow immediately following this intersection. Why can't a bridge over 185th be installed for lightrail to travel over the road rather than disrupt flow so often? Once additional lines were activated, the backup in this area can push southbound traffic to a standstill from Parr Lumber to Baseline. Timing of the lightrail during peak rush hour also needs to be considered. We know commuters on the train deserve efficient flow but orchestrated timing for this area can help with the inherent limitations for vehicle traffic flow in the area. With more housing being built, this needs to be a priority zone for orchestration. Holding trains for crossing 185th at same time will benefit the vehicle flow for all lanes at the Baseline/185th intersection. Too often one train crosses and then the green light changes only allowing two cars through before the lightrail signal triggers because of the opposite direction train. This is a must need for that entire intersection to improve vehicle flow.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I am thrilled to see that the traffic issues on 185th are being addressed. I drive this almost daily and have been stuck on 185th northbound for 3 light cycles trying to get through in between trains! While I wouldn't normally be excited about an AI driven project, this is an area of use that this type of system is perfectly suited for. Improving and prioritizing the bus service is a necessary part of the plan as well. The only way to reduce traffic is to make public transportation accessible and reliable.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Grade Separation Project on 185th @ Baseline is to Build Light Rail Bridge. It is the Worst Intersection ever. Treatments on a Busy Intersection. We've Notice that Railroad Crossings are No Longer going to be Working After Red Line Extension. Vehicles travel on 185th 100,000 Times a Day & 1,000 People on Public Transit. Oregon Electric Rail Freight Train used to travel here but not anymore since 1994. It's not Freight Train it's Light Rail MAX. Regarding 185th/Baseline, a team from Washington County, TriMet and the City of Hillsboro have been working on solutions to improve safety and mobility at the 185th/Baseline crossing. With the coming red line extension, we recognize this has the potential for more disruption, congestion, and crash exposure. The preferred solution, based on traffic analysis and input for construction contractors is to bring the light-rail tracks up and over 185th. This will allow the traffic signal to operate only based on traffic demands without the disruption of train preempts that overrides normal operation frequently out there. This rail up and over project was a part of the Metro transportation bond package that did not pass this past November (see below). The local agencies are working with Metro and ODOT to have the project included in candidates to receive future federal aid infrastructure funding, but time will tell with that. We have a plan B lower cost technology solution to try to regulate train flow across 185th to try to allow a better balance between congestion relief and need for rapid transit, but it's a problem of not enough space and too much traffic demand with all modes at grade. Blue Line MAX was extended to Hillsboro since September 12th 1998 & Red Line was extended since August 25th 2024. Blue Line MAX runs Every 15 Minutes on Weekdays & Every 20 Minutes on Weekends. Red Line Same Thing. Better Red Project is here It does mean 185th Traffic, It's already causing Congestion, Collisions & High Crash Corridor. It's not good to have Railroad Crossings on a Busy Street, it needs to be Grade Separated by Building a Light Rail Bridge. Grade Separation to Railroad Crossing was supposed to be Done in 1990 after widening 185th to 5 Lanes. It used to be a Crazy Stop Sign there too. Poorly they didn't have enough Funds to Project of Federal Government. Instead they just flat a Crossing. Jug Handle Stepping Stone Drive for making around on Northbound 185th from Eastbound on Baseline. Left Turn Signal was Prohibited after they messed up on a Grade Separation Project. It used to be a Farmland of Only 2 Lanes of One Travel Lane in each Direction. A Crazy Stop Sign with a Steep Hill on 185th @ Baseline Intersections. That's the History of Oregon of a Bad Intersection. Now a Traffic Signal is Good, but Railroad Crossing is Bad. It's a Busy Street. Railroad Crossings aren't going to be Working anymore. Railroad Crossing Activations of Every 30 seconds to 2 minutes is Not Good at All. Every 5 to 10 Minutes is Good of Currently Blue Line. When Railroad Crossing Activates it'll Mess Up a Traffic Signal. Clearing Southbound Vehicles & Start Non Conflict on Baseline Road. Pedestrian Prohibited on Max Train Crossing a Street. Blue Line Existing Railroad Crossing will Activate Every 6 Minutes is GOOD. Red Line Extension Railroad Crossing will Activate Every 2 Minutes is BAD. Light Rail Bridge in Place & then Traffic Signal will be the Only Base of Traffic Demands. MAX Train is flying over a Street Instead. All Corners of Left Turn Signal will be Back in Place. Double Left Turn Lanes is needed there. Over-Crossing Construction Contractors is expected to be here Sometime in a Future. It's going to get more worst then to get better. It'll only be down to One Lane each Direction Temporarily during Construction. MAX Trains will be Replaced to Shuttle Buses from Hatfield to Merlo Station. Plan Ahead of 45 Minutes to One Hour. The Routes on Shuttle Buses will be on Washington, Baseline, 12th, Main, 28th, Veterans, 34th, Cornell, Elam Young Parkway, Cherry Drive, Cornelius Pass, Quatama, 205th, Baseline & 158th. Construction will last Approximately Up to 6 Months if not Years to 2 Years. It's going to be Worth It & it's going to be Very Expensive. It'll cost about $15 Million to $84 Million Dollars. Construction Contractors will take a Long Time to get there. It's still gonna happen. It'll also include Intersection Improvements & Rebuilding Willow Creek TC by Elevation to Elevator, Stairs & Even Escalators & Ramp to a Parking Lot. Thank You for Patience after getting thru with Construction. Extending Red Line will help Ease Congestion on Customers boarding a
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th @ Baseline is a Dangerous Intersection for Railroad Crossings, Light Rail Bridge needs to be Built, Grade Separation Project RIGHT NOW, IT'S VERY UNSAFE, REPLACE TRAINS TO BUSES. RAILROAD CROSSINGS NEED TO BE GONE FOREVER.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The lights on 185th currently make no sense resulting in backups and unsafe driving.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Fix the max interruptions. They need to remove the surface crossing immediately and enforce the no left turns.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	I drive through there often and if the Max goes by you are going to be stuck at a light longer because they are two systems aren't connected.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	The Baseline Rd crossing needs to be optimized. I've driven this route consistently on weekdays for the past 3 years and the northbound left turn lane on 185th at baseline is a real headache during morning and evening rush hours. You can sit at that light for 5-15 minutes depending on the timing of the MAX, and get skipped over multiple times in favor of east-west traffic on Baseline. I'd be happy with just consistently waiting 5 minutes, but something about the timing of that left turn needs to be done. Especially before the new developments come up and more traffic arrives in the coming decade. I do appreciate that this route is being evaluated and seriously invested in, thank you for improving Hillsboro.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	It seems like a good idea. The functionality of that intersection seems pretty questionable at times.

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Project Name	Applicant	Support Rating	Comment
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Can we Permanently Eliminate All Railroad Crossings on Trimet Property? 100% to be replaced to Grade Separation Bridges Only. Cause it's a Frequent Service & We don't want people to die.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Bad Intersection, Light Rail Bridge needs to be Bulit
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Dangerous Intersection, Grade Separation Project needs to be Right Now. They were supposed to start Construction before Red Line Extension back in 2020. Very Urgent to Build a Light Rail Bridge. RAILROAD CROSSINGS TO BE GONE FOR GOOD. AI Smart Technology Robots will help make sure to keep the Traffic Moving.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to widen 185th to 7 Lanes from Cornell to Baseline. Goodwill Entrance needs to be Right In & Right Out Only. We need 2 Left Turn Lanes on each corner of the Intersections on 185th at Baseline. NE Right Turn Lane & Pedestrian Island. Add a Eastbound Right Turn Lane. 2 Eastbound Left Turn Lanes. A Bridge for MAX needs to be Build, RXR Crossings to be Removed Permanently. Add 2nd Northbound Left Turn Lanes on 185th at Walker, Cornell & Evergreen. Add Southbound 2 Left Turn Lanes & Westbound 2 Left Turn Lane & Right Turn Lane on Walker at 185th.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Railroad Crossings & Jug Handle on Stepping Stone Drive needs to be Removed Permanently cause it's Unnecessary. Add a 3rd Southbound Travel Lane on 185th between Johnson to TV Highway.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to Permanently Eliminate All Train Preempts at a nearby Railroad Crossings on Trimet Property. An AI Sensors Robots can help Reduce Congestions. The Intersections that is Dangerous need to be Fixed. Intersections on 185th at Baseline, 205th at Quatama, Cherry at Century, Merlo at Trimet Bus Yard, Milikan Way Way at Hocken & Hall at Crescent. Once we get the Federal Government fundings is to do Grade Separation Project. Start with 185th & All of the Railroad Crossings on Trimet Property need to be replaced to Bridges Only. We went Everybody to Save Life's & Ease Congestion.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to Permanently Eliminate All Train Preempts at an Intersections at nearby Railroad Crossings on Trimet Property. 100% AI Technology with Robot Sensors. On 185th at Baseline, Cherry at Century, 205th at Quatama, Merlo Road at Bus Yard, Hocken at Milikan Way & Hall at Crescent.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	We need to Get rid of All Railroad Crossings on Trimet Property. 100% to be Grade Separated Bridges Only. Cause we don't want People to Die.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	That intersection is horrible. I travel it 5 mornings a week and it takes at least 10 minutes to get through it. The max messes up traffic signals and sometimes the northbound traffic gets skipped multiple times because of the max.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Having lived 20 years on the street at the base of this prject, I have seen traffic and traffic jams back up traffic continue to increase. More and more housing is jammed into the area with increasing traffic. More often than not, traffic is backed to my neighbor forcing us to drive south and through neighborhood backstreets to go anywhere when I really just want to go north. With thenew housing at the baseline & 185th intersection as well as that east on Baseline it will only get worse. What is the point of a Max station there if you can’t get to it? My shopping takes place in Beaverton because that is the only way I can drive. Bus service is out of the question by not having crossings between Baseline and Johnson road. Fixing the traffic here has been discussed for years with people acknowledging the problem, but only passing projects that compound the traffic The traffic is going through neighborhoods, many without sidewalks for pedestrians, just trying to get through a normal day. Its past time we get some help.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Add a Bus Only Lane is a Good Idea to get away for Congestions. I wonder if we can add a Bike Signal & Bus Signal. Crosswalks need to come on, When Train Passes Thru. Train Preempts does need to be Eliminated First before Railroad Crossings. We definitely need a Light Rail Bridge. Construction was expected in 2025 ow it will be in 2028.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	All Railroad Crossings in the Entire State of Oregon 100% need to be Gone for Good. Cause we don't want People to Die. All of them to be Grade Separated Bridges or Tunnels Only. Rather an Overpass or Underpass.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Bad Intersection, Light Rail Bridge needs to be Built.

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Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Dangerous Intersection, Light Rail Bridge needs to be Built.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Terrible Intersection, Light Rail Bridge needs to be Built.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is a Horrible Intersection, Light Rail Bridge needs to be Built.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th at Baseline is the Worst Intersection ever, Light Rail Bridge needs to be Built.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	it's not Good to have Railroad Crossings on Busy Street, which is 185th at Baseline. We need a Light Rail Bridge Immediately Built.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	Can We disrupt the MAX Trains on the Westside of Hillsboro between Hatfeild to Merlo Station. 10 Stations to be Closed for 2 Years while we do Grade Separation Project on 185th at Baseline. Shuttle Buses can run up to 2 years at the time of Construction.
Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	5	185th Traffic is Extremely Bad during the Rush Hour. There is way too many MAX Trains it's a Frequently Service Every 7 Minutes. Causing Railroad Crossings to activate Every 30 seconds to 2 minutes. Railroad Crossings & Train Preempts need to be Eliminated Permanently. A Grade Separation Light Rail Bridge needs to be Build Right Now. Start Construction as soon is possible. Temporarily suspend MAX in Hillsboro between Hatfeild to Merlo Station. Shuttle Buses to run at 10 Closed MAX Stations.
Westside Trail Segment 1 - King City	King City	1	This trail is of no benefit at all to my community, king city. This will increase traffic to an already congested small community. More traffic brings more noise and crime. The plan includes construction of a community park which we already have. It is not a need at all for the community. The only beneficiary in this project will be the developer . I beg you not to fund Westside trail. Thank you
Westside Trail Segment 1 - King City	King City	1	It is widely voted against by the residents of King City. Current City manager, Legal Counsel, and several sitting Councilors who continue to push the King City TSP will not be there very much longer. Washington County should spend funds on realistic projects that have a chance to go through.
Westside Trail Segment 1 - King City	King City	1	I live in Edgewater, so I will be directly affected by this Westside trail. Traffic and parking is already a nightmare for us and this trail is going to make it worse. Park play facilities directly across residential houses does not increase the value of any residential house at all. In short, the trail is going to bring very negative effects to the neighborhood. We already have a park with the same facilities they want to build. We do not need another park. I am asking that the grant money intended for the Westside trail be put to better use, where there is a need.
Westside Trail Segment 1 - King City	King City	1	The City would have to use Eminent Domain to complete the project. The City does not own the properties. This is very controversial in the area.
Westside Trail Segment 1 - King City	King City	2	This looks like a nice project but would like to see it connected to an overall master plan for King City that accounts for future growth.
Westside Trail Segment 1 - King City	King City	3	This probably would have been a 5 if the question had zoomed into the correct location. I can't tell where it is but am generally in favor of increasing active transportation options.
Westside Trail Segment 1 - King City	King City	3	I'm in favor of power line trails on principle, and it would be great to be able to bike from Tualatin to Bethany someday, but I worry this is going to enable King City's ecologically destructive and badly-planned expansionary ambitions out to Roy Rogers Rd. This stretch of the river and the natural resources around it need to be protected.
Westside Trail Segment 1 - King City	King City	5	This new trail segment would provide crucially important connectivity in a rapidly-developing part of the metro area. This is a vital improvement.

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Project Name	Applicant	Support Rating	Comment
Westside Trail Segment 1 - King City	King City	5	The West Side Trail is great and should be extended/expanded as much as possible. Connection to the Tualatin River Greenway ideal.
Westside Trail Segment 1 - King City	King City	5	Great project, let's get r' done!
Westside Trail Segment 1 - King City	King City	5	With the UGB recently expanded to the west side of this corridor and new urban development on the way, now is a perfect time to fund this project. Not only will it provide an important N-S extension of the Westside Trail, it will include important short E-W crossings. In King City, it would be the only continuous active transportation route between Beef Bend Rd. and Tualatin River. 99W still has several serious gaps for pedestrians and cyclists.
Westside Trail Segment 1 - King City	King City	5	Important connection to the King City Park and contributes to closing gaps in our regional multi-use trail network.
Westside Trail Segment 1 - King City	King City	5	I am very excited to see this happen!
Westside Trail Segment 1 - King City	King City	5	I would love to see this project happen! I live off of 131st on Bedford St. It would be so nice to have safer paths to walk and ride bikes on. I hope to someday see it connect all the way with the trail to Wilsonville!!!
Westside Trail Segment 1 - King City	King City	5	Would love a fenced in dog park area
Westside Trail Segment 1 - King City	King City	5	The linked connection between beef bend and the KC park is a great idea. The upgrades to the space that include walk ability, and more useable space for the growing community is very exciting.
Westside Trail Segment 1 - King City	King City	5	This will be an essential link to the exisiting trail system.
Westside Trail Segment 1 - King City	King City	5	Here's another GREAT opportunity to create a new off road trail and enhance connections to a park, the river and local neighborhoods! This one is a no brainer for quality of life and recreational opportunity serving local residents!
Westside Trail Segment 1 - King City	King City	5	More North south connections to the Tualatin River are needed. The more connections and public access added to the riverfront, the more people will realize what a wonderful asset it is to our regional community.
Westside Trail Segment 1 - King City	King City	5	Would love to see this project happen. I think it would allow so many of us both bicycle and pedestrian access to parks and trails that would otherwise require driving or walking/biking along 99W, which I would be afraid to do. Seems like so many could benefit from this.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	1	Nice to have but more pressing problems to solve/alleviate.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	2	how does a walking path cost $9m? Is that really good use of Tax Payer funds? Is there an alternative way to construct this?
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	4	This is a great trail project and would connect neighborhoods and schools.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	4	Sure why not although spending on a park is more important than the 185th traffic it seems
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	4	I take it this is a standalone trail. It doesn't connect to any other existing trails. They need something in this area, but there is a gap in the financing, hopefully that can be covered.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	4	This trail will help connections to nature and neighborhoods for people walking and biking quickly and safely limiting vehicle trips within the neighborhood
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	4	As an active runner and cyclist, I am always for construction of trails
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	Please, please fund this new trail segment. This area desperately needs new trail connectivity, and this project would provide an invaluable, safe place for families and children, as well as all bikers and pedestrians, to recreate. Please fund.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	This trail would provide a critical link through the City, enabling peds and bikes to traverse north-south without having to be on the heavily trafficked arterial and collector roadways. This trail connection would provide direct access to schools and parks, and would link up with other city trails to provide access to commercial and other amenities.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	I think making it easier to get around by non-motorized transportation is very important for pleasure and utility.

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Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	Good project, let's make it happen.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	I strongly support the proposed trail project. This new trail would provide valuable recreational opportunities for residents of all ages and abilities, promote physical health through outdoor activity, and enhance our community's connection to nature. It will connect neighborhoods via now missing walking and biking paths and allow kids to take bikes to school. One improvement to this project could be made if it included a pedestrian crosswalk with traffic lights through Roy Rogers Road, connecting now disconnected part of Sherwood.
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	5	What makes THIS project GREAT is that it connects with two other off road trails, lengthening the opportunity for people to really get out and walk a good distance off road. It may also provide an off road connection for cyclists, too, using road ways. I think this really serves the quality of life and recreational needs of local residents. Let's make this one happen!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	1	There is already access to Fanno Creek trail less than 1,000 ' south of this intersection on SW Tigard St, AND via the paved pedestrian path from SW Tiedman Ave to downtown Tigarrd. This proposed project is an $8,000,000 boondoggle. Repair our existing infrastructure in the form of pothole repair and pavement overlays that will have a broader benefit, don't build new infrastructure that will benefit very few when an acceptable alternative already exists.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	1	this is infrastructure for cars not for people
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	3	A full cycle track would be preferable to a bike lane.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	4	As the City of Tigards close proximity to Portland continues to drive growth, building upon infrastructure such as the Dakota St bridge replacement is critical
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The Fanno Creek Trail is a vital connection for bikes and pedestrians, and rebuilding this bridge to accommodate bike lanes is crucial. Please fund this project.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a critical piece of infrastructure in the city's bike/ped network.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Increased pedestrian and bike mobility is so good for citizens! It improves our health and motor vehicle safety.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	yes, please! And thank you!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	that this bridge needs to be replaced
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	pls replace dis bridge it so bad
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	replace the bridge!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a wooden bridge that has little life remaining. It is also a gateway to the heavily used Franno Creek providing north and south connections to those walking and biking. Failure to replace this wooden bridge would result in significant impacts to the community.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Can we Build a Pedestrian Bridge over North Dakota with the Ramps. Also to Eliminate Railroad Crossings to an Grade Separated Underpass.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The Fanno Creek trail is by far the best trail in the region. This will improve it.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Please add in bike lanes! This is too narrow currently for pedestrians and bikers

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North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a frequently used route for all modes of transportation.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This bridge needs improvements to allow safe usage by automobiles, pedestrians and cyclists. Today it's a hodgepodge solution that could benefit our Tigard community.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is currently a dangerous place for cars and pedestrians, prone to flooding and heavily used by vehicles, bikers, and pedestrians. Any improvements would be appreciated and are overdue.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This bridge is our only direct line into Tigard's downtown. The bridge is narrow, only has pedestrian and safe bike space on one side. It is also flood prone.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This will serve as a key enhancement to the fanno creek greenway trail and is desperately needed!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This area is used by bike riders and pedestrians. When my kids were little, we rode bikes to the trail and crossing the bridge and riding on the road without sidewalk was frightening. But the trail, park, and playgrounds were worth it. Please make it safer to get there!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This section is so dangerous for bikes and pedestrians
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Sidewalks. Area safety.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a critically necessary projet!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	It is necessary to keep this area safe and accessible.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Critical link of the greenway trail supporting bikes and pedestrians.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This crossing has a lot of traffic, but is confusing and unsafe. It would be wise to create a safer crossing for Fanno Creek bike path users.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This project is long overdue with a temporary fix that was supposed to last 5 years, which it has exceeded. If it is not funded the bridge may need to be closed, hopefully before it collapses, resulting in hundreds of commuters and residents having to find long detours. This project should be a given and not have to undergo public opinion.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	the addition of pedestrian safety features would make this trail crossing so much safer. When I bike or walk across with my dog, I'm ultra cautious and eager to get across. In the winter time, if the rains are heavy, this area floods and debris has been known to flow down and hit the bridge. I try to go around it, even though it adds time and fuel to do so.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Bridge is too small and needs sidewalks on both sides.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	I have loved off of North Dakota St. Since 1987 (38 years). These old and narrow bridges are a true hazard to both cars and bikes. The addition of the wooden bike lane on the outside of the bridge helps, but it's not a permanent solution, and it's only on one side of the road, forcing bikers and pedestrians to cross the street on a blind hill. Especially dangerous at night. I have seen other bridge replacements in the area that were done right and I have been patiently waiting for the North Dakota bridge to be addressed. And NOW is the time! Let's not lose this chance to upgrade this important artery road and make it safer for all. And by the way, it will also act as a safe "off ramp" for the Fanno Creek trail which intersects the road a few hundred feet west of the bridge.

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North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Improved Safety and decreasing Enviromental impact are the greatest issues this project will address, The gridge and road here is quite narrow and if you are headed west on the North Dakota over the train tracks, you are often blind of pedestrian traffic or stopped cars at the crossing. Many accidents and near misses occur annually here. The Fanno Creek trail is a major foot traffic arterial that crosses this road, near the bridge. The wetland, creek and Tualatin River will benefit greatly from an improved crossing., drainage and water management.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	North Dakota Street is EXTREMLY dangerous at the bridge. Pedestrians & cyclists have NO safe way to get across the bridge. I am surprised no one has been hit by a car there (that I know if)
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Pedestrians, bikers, dog walkers etc walk the bridge right now without a bike path or sidewalk and it's extremely dangerous.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	There is a significant amount of bicycles and pedestrians who use this space. Updating it would improve the safety of those who are already using it.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Long overdue, also, warning lights on the pedestrian crossing in front of the bridge a critical safety need, VERY dangerous!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Hundreds of pedestrians, and their dogs, walk or bike across North Dakota daily at the Fanno Creek trail/North Dakota road "crosswalk". This crosswalk is one of the most dangerous in the area because pedestrians walking or bicycling on Fanno Creek trail must walk along North Dakota'a narrow street for approximately 100 ft before they can walk across the cross walk to reconnect to the trail on the other side. This crosswalk does NOT have a flashing yield/caution sign. The trail heads are not directly across the road from each other as you can see from the map. There are no sidewalks on North Dakota here so pedestrians end up walking or bicycling along the side of the road, right at the exit of this busy narrow bridge. If the new bridge includes an under path/pass for the Fanno creek pedestrians to remain on the trail and separate from the road traffic (much like the Fanno Creek Trail underpass below Scholl's Ferry Rd.), on North Dakota, this project would make both North Dakota and Fanno Creek Trail much safer for everyone.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This project would address a severely lacking safety situation on North Dakota steer. The limited (zero) should and only partial wooden. foot bridge mean pedestrians and vehicles are right on top of each other. I live off of SW 106th street, just one block away from this space and can personally vouch for the improvements this area needs. If it hasn't happened already, this area is ripe for a terrible accident and should be a top priority to address. Further, with weekend stores and events on the corner of greenburg and Tiedman (where N Dakota meets), a lengthy left turn lane and a railroad crossing, this area is tightly congested with no opportunity for foot or cycle traffic to safely navigate the area and access the Fanno Creek trail. The bridge is narrow and low-lying, adding to the danger level, especially during cold, foggy, and dark mornings, increasing the danger immensely, A new bridge an cycle paths would liven up the road while making it more safe and welcoming for folks to use the trail and access the area.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Biggest piece is to make sure to add a sidewalk to connect the north side of the bridge/street up all the way to Greenburg road. Making it safe for people to walk/bike up to the crosswalks and lights.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a primary artery that carries many daily cars from downtown Tigard and the Washington Square Mall to the cross street of 121st. Without this bridge traffic will likely reroute by a major park and church or thru downtown Tigard. This will stress other already busy traffic corridors that take significant bike and walking traffic as well. Additionally the additions of Walking and Biking connections will significantly reduce foot traffic that cuts from the Fanno Creek trail over to Main Street because North Dakota is a more direct connection than is Tigard Street. Finally, provided this bridge is not fixed or improved, it will cut off most homeowners along North Dakota from the only easily accessible thru road to get to downtown Tigard and to Highway 217.

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Project Name	Applicant	Support Rating	Comment
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	North Dakota Street is a major daily thru street for people living between 121st street and Tiedeman. Without it most people living between Tiedeman and 121st would be land locked and forced to use more residential streets to access Highway 217. Additionally the daily traffic for commuters exiting Highway 217 to avoid traffic on Scholls Ferry and gain access to 121st would be forced to reroute around this bridge and would put major traffic burden on Tiagrd St as an alternate route which is significantly more residential and foot traffic oriented. Finally, it would add a more direct connection to downtown Tigard and the the Fanno Creek trail which at this time requires pedestrians to walk on the street or on incomplete sidewalks. It is a common occurrence to have people walking at night in the dark on the road in this location. Better connection here to the Fanno Creek and downtown Tigard trail would be welcome for safety. North Dakota as a connector street between 217 and 121st carries significant daily traffic (thousands of daily cars) which without this bridge would be forced to congest other less efficient streets. Please fix this vital connector bridge before it is no longer structurally sound and safe for passage.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	It would not only support the neighborhood, but allows better throughfare for emergency services, not just improving lives, but saving them as well.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The successful funding of this project is crucial to the progress of Tigard and the surrounding areas.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The North Dakota Fanno Creek bridge is an absolutely critical bridge, and losing vehicular traffic over it would exacerbate already bad congestion in surrounding areas and most importantly, increase emergency response times. Please fully fund this bridge’s replacement at the earliest possible opportunity. Thank you!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	North Dakota is a major traffic street in the neighborhood. Closure of this street out onto greenburg would Heavily impact the surrounding area. In addition the significant traffic congestion to the surrounding roads I worry that the lack of this bridge would prolong emergency responser response times.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	If this bridge closes to auto traffic, the congestion on Scholls Ferry Road and Tiedeman will be a nightmare! Tiedeman and Scholls Ferry are already a mess - more so during rush hour/ school buses/ and train crossing delays!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Replacement of this bridge is of utmost importance to continue to support appropriate efficiency of travel and appropriate traffic flow. If the bridge is not replaced, it will create traffic bottlenecks; overcongestion in some parts of the city, and longer travel times for all. Please place high priority on this project to promote continued livability in our community.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Bridge is unsafe. Too often vehicles use the middle of the bridge taking both lanes to cross creating near misses with incoming traffic. Also it does not connect to the nearby Fanno Creek trail.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This project would have a great impact on the immediate and surrounding communities.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This would greatly make the community better for our children and safety.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Build a Pedestrian Bridge and Railroad Bridges. RAILROAD CROSSINGS NEED TO BE GONE FOR GOOD, WE DON'T WANT PEOPLE TO DIE.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The current bridge needs to be replaced as it's just waiting for a tragedy to happen. Either a pedestrrian will get hit or a head on collision will happen since it is so narrow.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	There is a lot of pedestrian traffic as well as car traffic. We need to keep everyone safe.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	While i've heard that some people are apprehensive to support this project because of its "excessive" cost and "extra" and "unnecessary" features, i want to remind those involved that there are very few other alternates to this bridge if not approved. And if weight restrictions are put into place and alternates have to be exercised, city residents, both young children and elderly individuals will have to travel even further out of the way to get where they need to go, inconveniencing them and also adding unnecessary stress on the other parts of the transportation system. The City of Tigard has proven to be one of the best stewards of their dollars, budgets, and CIP projects, i find it best to trust the experts when making decisions like this, and Tigard has proven time and time again to be the experts.

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North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This would help keep our community safe since it is so close to the local library and park.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The bridge too narrow to accommodate bicycles and two lanes of cars simultaneously. A lot of pedestrians and cyclists travel along this section of ND as it connects from the Fanno creek trail to nearby bus routes and to the heritage trail for quick access to downtown Tigard. Also the bridge is low and floods every few years or so during very high water events.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	I think this project would be very helpful in making Tigard more walking-and biking-friendly, and believe it would be well-used. I feel this area is currently not very safe for pedestrian/bicycle traffic and this project could alleviate that, as well as provide a transition to the Fanno Creek Greenway trail. I would enjoy using it!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This bridge has needed to be widened and made safer for years! As a motorist, it is too narrow for two larger trucks/SUVs to cross at the same time. There is plenty of anxiety for clipping side mirrors (which can cost plenty to replace). But the worst is that a person who uses it for other modalities. As a cyclist and pedestrian on this road, I have had several near misses from motorists. It will make biking much safer, aid in being eco-friendly, and keep a car off the road for small local errands. I urge Metro to help Tigard fix this bridge and make it safer!
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The bridge is used by vehicle, bike, and pedestrian traffic and saftey and integrity are vital.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The neighborhood surrounding this bridge has grown exponentially in recent years. Traffic has increased, and the bridge cannot accommodate it. When bikes try to pass cars have to wait. When wide trucks go over it the other direction can’t fit. Not to mention the huge amounts of walking traffic the road sees on the first weekend each month when the estate sales are happening. Please help make this road safer for our neighborhood and the people who use this road daily
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This bridge is dangerous and needs to be replaced. It's scary to drive across. How has this not been replaced?
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The bridge lanes are too narrow for most cars to drive over it and stay in their lane.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a main road that would cause major disruption if the bridge fails or needs to be removed.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	I live just up the street from this bridge. I have two small children and we like to go out walking and biking. Additionally, I drive along this route multiple times a day. The bridge is currently very narrow and buses have to drive in the center to get accross safely. This would make a big impact on our community if this bridge was replaced.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Very heavily used area near school and park. Could definitely use improvement, some additional space and safety improvements. Did I mention it's very heavily used??
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	Highly utilized industrial, residential and commercial area.

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Project Name	Applicant	Support Rating	Comment
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	The Fanno Creek Bridge being considered for replacement is very narrow for just cars to use, and it is also used by all types of vehicles, pedestrians and bicyclists en route to nearby communities via the Fanno Creek Trail and from nearby neighborhoods. The lack of sidewalks there and the extreme narrowness of the road/ bridge is a serious safety issue for all users, in particular for people and bicyclists sharing the road with the high volume of vehicle traffic traveling down North Dakota Road to schools, businesses and accessing nearby highway 217. Pedestrians have no sidewalk on either side and have to walk next to the bridge railing and very close to the fast moving cars rolling by. Bikes have to share the narrow lanes with cars too, which is risky especially at the rate of speed the vehicles are traveling at that point. North Dakota has the high volume of traffic as it is one of the major feeder routes from the commiunities to the tigard business area and the freeways. Please consider this project as a priority for neighborhood safety.
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	This is a heavily traveled street and the bridge creates a safety issue for pedestrians walking or biking as there is no safe way to cross the bridge and cars risk either hitting the pedestrian or getting hit by on coming traffic
North Dakota Street (FannoCreek) Bridge Replacement	Tigard	5	much needed improvement for this heavily used thoroughfare whicj at present is dangerous for pedestrians and cyclists of whom there are many
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	1	Too expensive to make. Consider alternatives. How many pedestrians will walk this 30 million project?
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	1	WASTE TAX PAYERS HARD EARNING MONEY.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	1	I use the THPRD Trail System extensively for my exercise while riding my bicycles (I have 3). One route takes me from my address just off Mission Oaks Drive to Walker Road, then to the Rock Creek Trail and traveling under Hwy 26, along the Rock Creek Blvd. to the east-west Rock Creek Trail, and take it to the Waterhouse Trail south, then West Union to Bethany Road, and across Hwy. 26 toward home. Having the Westside Trail Pedestrian and Bicycle Bridge would greatly facilitate another route for my exercises. I'm retired, and 79, and my bicycling is my "anti-aging" machine. The trail system is a huge advantage for me and my wife, which we use almost daily. -
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	1	this is in a little use area, and perhaps specific to a few in the nearby HS. location does not justify the use of funds.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	2	$30m for a bridge? Dont we have surfact streets now to cross highway 26? Do we really need to add another. Making a personalized path at a cost of $30M is outragious. Lets try to find a cheaper alternative. Yes I do use walking and biking paths. I am a cyclist, so it effects me aswell.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	2	I would like to support this project but it is missing a key connection from the east end of Greenbriar PKWY to NW Meadow Drive. Without that connector the project fails to link neighborhoods south of the highway to Sunset HS. Users will still have to go out of direction to Murray or 158th. The network is still incomplete unless that link is created.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	3	While this project would be really cool I don’t think I’d use it much as Greenbrier is not a destination for me. Cutting thru parking lots to 150th and Pioneer is possible though and if legal and signed would add value and usage.

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Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	I think I am in favor of this project. Anything to cut down on the congestion in Beaverton is a good thing!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	While we continue trying to make increase housing in these areas this could be a main thoroughfare for people who don't drive.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	Why is this so far East? By having the bridge go over Hwy26 near NW 174th and Bronson you can not only connect kids who could now bike to their Middle School. (Five Oaks) but also allow people to be close enough to walk to all off the Tanasabourne services. Once you get over the freeway at the currently proposed spot you end up in nothing but neighborhood for miles.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	While an active cyclist and runner, this seems really expensive for a bike/ped bridge. I also disagree with the comment that this project would serve historically marginalized communities & improving safety/access to transit, schools. These aren't marginalize communities and doesn't really connect with transit. And school children would not use it since Hwy 26 is a boundary and are served by buses
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	We need more safe pedestrian crossings of Hwy 26 to encourage recreational cycling and bike commuting. This project would connect pre-existing trail systems to expand access to parks and schools on both sides of the freeway without getting in a car.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	I think this is a good way to connect communities across 26, but am wondering how this will connect to waterhouse trail etc. If does not connect into the trail system, then it seems like a lower priority project since there are other crossings across 26.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	4	This actually seems like a good idea. Reduce school traffic on Cornell for Sunset HS.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This project provides a much needed safe crossing of the 26. I would use this bridge a lot!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Fills a major active transportation network gap
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would immensely improve bike and pedestrian safety imo. All other bike and pedestrian crossings are shared with high speed auto traffic
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	There just aren't enough crossings over Hwy 26 that don't involve bicycles and pedestrians navigating traffic.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	If this project was completed I would ride my bike on it regularly. The area that I could safely ride my bike would be dramatically increased.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is a key connection! We lack safe Hwy. 26 crossings. This would be an excellent alternative to Cornell and Murray, which are hostile to bike on.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This crossing is vitally important for safety, to protect pedestrians and bicyclists on this treacherous crossing of US 26. This is imperative to fund. Thank you.

Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This project would provide a critical bike/ped connection over Hwy 26 and connect the Westside Trail segments north and south of the freeway.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is a great project to provide a link in our trail system. I'm excited to ride my bike across it someday.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Pedestrian/bicyclist access is important to me. I am especially invested in this because it helps historically marginalized populations.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Absolute necessity for safe bicycle and pedestrian use between Bethany/Rock Creek THPRD trail system and Waterhouse etc trails. Great idea.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	safety! critical infrastructure to get folks to work and play!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	There are very few bike options to get across Hwy. 26. I think this would really increase quality of life.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Yes! Please make this access safer!!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Community should/will support anything that improves alternative transportation means and safety of commuters and leisure riders/pedestrians and expands these types of routes
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I ride my bike as often as possible so I can commute to places in the community. I support all planning projects that increases access and improves safety for bikers and pedestrians. This is a very important topic and I'm glad to see it is being addressed.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is a great project that will connect the pedestrian path North and South of 26. I think this is a great idea and one that has been needed for a long time.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would help pedestrians to better access transpiration and services

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Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I would like to start off by saying that this is a very important project for connecting the multi-use paths that we have in Washington County and I am highly supportive of this project. Creating a more connected trail network not only has the potential to increase the health/wellbeing of residents, but it gives residents viable alternatives to driving. Having viable alternatives to driving is important for people who cannot afford a car, people who want to improve their health by using active transportation, and for people who drive (having more people biking = less people on the road = less traffic). I would like the decision makers of this project to know that it is very important to people who bike and walk these trails that they are connected with a network of trails, and that the trails minimize the amount of exposure to car traffic and high-traffic intersections. We feel much safer when we can go on a bike ride without needing to have a route pre-planned that minimizes exposure to routes with large arterial roads and high speed motor traffic, and having an interconnected multi use path network is a big step in increasing safety. Now i'd like to comment on the north and south ends of this proposed crossing bridge. It is very important that the north end of this bridge connects with the segment of the Westside trail that ends on Oak Hills Drive. Not having these segments connected will mean bikers/walkers will feel less safe navigating the trail, have to plan on taking detours on roads, and will be exposed to car traffic which could lead to unsafe conditions. As for the south end of the bridge, again, getting it connected with the rest of the Westside trail with minimal car exposure is very important. Whether it is a part of this project or another project in the future, there has to be a trail that connects the south end of this bridge to the southbound portion of the Waterhouse trail or Westside trail. If the bridge is not a part of an interconnected bike/walking network, less people will use it, and more people will see nobody using it and ask why the city spent all this money on building a bridge that nobody uses. It seems that the only way to get the bridge connected with the waterhouse/westside trail is have a section of the trail on greenbrier pkwy or on walker/158th that connects it with the rest of the trail. I would ask that whatever decision is made, having bike lanes separated from traffic and having intersections that are safe to cross is made the highest priority. Everyone should feel safe on these multi-use paths. You should be able to feel good about letting your kid ride on these paths without fearing for their safety.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I love another safe way to bike across Hwy 26 especially since the Rock Creek Trail underpass is frequently impassable do to high water
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	It will connect communities. Is super important. Will encourage walking and biking; and less car driving.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Very needed.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Great idea
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Fantastic! This is the type of project the region needs more of!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Many of our local youth, especially Sunset HS students who participate in running sports, have to cross this dangerous overpass. Also, this is a dangerous crossing for those who commute by bicycle. A pedestrian bridge would decrease their risk. (Side note: I'd love to see a similar pedestrian bridge on Murray crossing 26 - this is also a dangerous overpass for pedestrians and many students have to cross it on their way to school).

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Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Every fall and spring, Sunset High School cross country and track runners (100+ students) run in this vicinity, their routes often taking them across the Murray Rd or Cornell Rd overpasses during rush hour traffic. Construction of this pedestrian bridge over Hwy 26 would create a much safer alternate route for these students. I'm certain the bridge would also be utilized by the greater community as biking, walking, and running our common activities throughout the trail systems north of Hwy 26. The project should also include construction of trails that extend north and south of the proposed bridge location within the power corridor.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This project will make a big difference in the ability of commuters, students, and people recreating to walk and bike to important destinations on the west side. It is also a crucial connection for the Westside Trail as it goes from Portland down to King City. So much of the Westside Trail has already been built, this would transform walking and biking on the inner west side
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	A big deterrent and challenge in cycling or moving through the city on foot is having to rework your route for miles and miles. This bridge solves that! It's well worth the money to not have to ask cyclists and pedestrians to go miles and miles out of their way. This is brilliant.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Over due and desperately needed in the area.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	A bridge over 26 would be a critical connection for bicyclists and pedestrians in this area.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Read the StreetLight Travel Data Analysis report out at https://www.thprd.org/pdfs2/document4633.pdf. The data indicate that an active transportation bridge in the study area could offer a valuable transportation asset. Many trips in the area are already made by walking and biking, showing that people do use active transportation. Very few active transportation trips crossed the highway, however. Many of the motor vehicle trips originated from less than 3 miles from the destination. Given the population density on both sides of the highway, and the high number of work, shopping and recreational opportunities in the study area, the team expected more trips by walking and biking. The highway may therefore be a barrier for people making non-motorized trips. An active transportation link across US Hwy 26 could create a safer, more comfortable connection, allowing people who already walk and bike to easily go north and south. By making a more direct connection, the bridge may also attract other people who would have otherwise driven between origins and destinations north and south of the highway. The available trail network, recreational facilities, schools and commercial districts near and in the study area are other indicators that a connected and safe active transportation network could increase people's propensity to make active transportation choices. Much of the area that would be served by the bridge is considered an equity focus area for its combination of high populations of people of color, people with limited English proficiency, and people with low incomes.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is essential. It will connect to existing trails and provide a safe way for pedestrians to cross a currently impassable area.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	A dedicated bridge for walkers and bikers across the highway would be so awesome, particularly in a location that is highly populated, has quite a few amenities like schools, recreation/parks, retail and businesses on either side of the highway. I believe that it will encourage more people to walk or bike to locations across the highway instead of using a car. It will also get kids safely across the highway to attend school or recreation/sports that they may be participating in.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Being able to use my bike to get around would provide a massive quality of life increase

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Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	There is very limited safe ped/ bikeaccess across HWy 26. The vehicle overpasses are not safe for peda and pikes with so many turning lanes. It would fill a crucial gap in our network- and connect with a lot of the regional trails. Strongly support
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I have a daughter that goes to Sunset High and we live near Pioneer Park. Both me and my husband work, and struggle to drop her off and pick her up. This bridge will make it safe and easier for her to walk to and from school.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	While I don't live very close to this project, I think creating a Highway 26 Bicycle and Pedestrian bridge, to connect large existing trail networks, will be a boon for the entire metro. With this project's completion, the Westside and Waterhouse regional trails will become so much more integrated and so much safer! The existing 26 crossings of Cornell or Murray Blvd are so unsafe for biking currently, and also not a fun pavement walk near all that traffic for at least a mile or so just to get back onto either side of these nature trails to keep enjoying our beautiful natural resources. This overpass will also finally make it possible from people all the way down to Tigard/Tualatin (their trail expansion has been so successful) riding a bike all the way up to Rock Creek, maybe even Forest park, and the beautiful views from that area? That just sounds like such an idyllic Summer Saturday that I think people would even travel to our region to experience.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Please ensure that plenty of signage and path wayfinding is part of this.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This area has increased in size and population with no improvements to support the growth.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would be an incredible connection for the westside, providing access to the great trails north of the highway. Currently trying to cross the highway is a very dangerous task that I would not feel comfortable with my children riding. This would provide a safe continuation of the power line park, which would help to complete the THPRD trail network.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This should have happened a long time ago. This will be so valuable for the community
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Nothing is more important than providing safe, segregated trails for people and bikes. While this project is an improvement, we need a dozen more like it to begin to make a dent in this car-centric city.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Like the rug in The Big Lebowski, this project would help tie the room together by linking the regional trail system. Please consider funding this project!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Would this Project be connected with a path that runs along the connected power lines? If there was an established path I would be more likely to use this bridge.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	There is absolutely no safe north-south connection for people walking and rolling. This is essential for connecting north Beaverton and Bethany with the rest of Beaverton south of 26.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	A ped/bike bridge over 26 would help communities south of 26 take advantage of the amazing trails we have in the Bethany area. It would also help those north of 26 get to and use the incredible THPRD complex and beyond to the THPRD Nature Park. It would also allow us to get to a larger grocery store (Fred Meyer) and I'm guessing quite a few Nike employees who live north of the highway would be delighted to be able to bike to work.

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Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Great project - please include advance planning/design to link this project to the south with the recently completed side path on the north side of Walker Road east of 158th. There is 4200' of powerlines trail alignment and 1300' of side path along Walker Road to fill this gap linking the network to the the Rec Center at 158th, Tualatin Hills Nature Park and Beaverton Creek Trail. An alternative paths to the Rec Center via Pioneer Road, 153rd Court and Trenton Court are complementary but DO NOT replace the off-street shared use path linkage the ties the trail network together. Trails through the rec center supplement the network but are not THE network and completing the system link to Walker/158th via the powerlines should be planned and established with this RAFA project as the existing side path along Walker and 158th, the Westside Trail and Tualatin Nature Park and Beaverton Creek Trails are all built waiting for this gap to be filled. The RAFA project is the BIG link with the US 26 overpass....but do not let the opportunity to close the gap be lost and do at least some preliminary work to frame up how the last gap would be designed and built - getting it ready for the next funding opportunity with enough detail to have a good cost estimate.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would allow my 8,9 and 13 yo children to bike to Sunset High School
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would be a truly transformative project for letting people move without cars. Some of the most dangerous places for people walking and biking are a long roads that intersect on & off ramps to highways. Highway 26 acts as a major barrier to people traveling north south as there are only a few crossings. In this area the only options are highspeed arterial roads with speeding traffic. Providing a safe, relaxing crossing will give more people the ability to make trips outside of their car. This will connect more people to jobs, housing, businesses, schools, parks. Etc. This is the biggest challenge to closing a gap in our regional trail system, and building this bridge will remove the largest barrier to completing the network. This new construction will make previous investments even more valuable.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I would like to see this project completed, but I would like to see access from NW Meadow Dr. or Pioneer Park. We're completely cut off from the area due to the Leopold campus and that causes us not to be able to access trails, walking paths, etc. without having to go miles out of our way. It would serve our community better if there were access either from Pioneer Park or NW Meadow Dr.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would enhance so much more pedestrian traffic crossing Hwy 26. I would love to see this project come to completion!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Project is important for safety of area bike and pedestrian in an area with little connectivity. Also this will provide a critical link to completing the Westside Trail.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Fixing the north/south discontinuities in our trail system across 26 is key to safety for runners, walkers, and bikers (including commuters). I hope that this will be followed or combined with a connection through oak hills to the north end of west trail.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Improve bike and pedestrian access and link to existing trails. Will improve non vehicle community to Sunset HS and area.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	The Bethany and Cedar Mill areas are essentially an island for people walking or riding bikes. Crossing US 26 is loud, frightening, full of cars, and not welcoming at all to anyone not in a car. The current crossings at 185th, at Bethany/Cornell, and at Murray, are dangerous and not welcoming to anyone. Building this pedestrian bridge would enhance transportation for high school students at sunset high school, and for me, provide safer bike transportation to the Merlo/158th MAX station. I am a regular bike commuter from Bethany to downtown Portland using the Waterhouse Trail. I've nearly been hit by cars on the Bethany Blvd crossing over US26. Even though I am covered in lights and reflective gear. This crossing is in no way welcoming to less confident cyclists, to families with children... it's frankly terrifying and dangerous. If our regional goal is to encourage less car use, this bridge would be a fantastic opportunity to encourage cycling for everyone, not just brave and fit adults.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Crossing 26 in this area on the main roads is dangerous for pedestrians and cyclists. This project will increase access for people on both sides of the freeway. Its proximity to Sunset High School and Columbia Sportswear will certainly improve commutes for employees and students. I have been waiting for a footbridge in this area since we moved here 10 years ago!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This will connect residents to school, work, THPRD parks, and grocery.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	We need safe ways to get kids to school on foot and bike!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is an important buildout of the Westside Trail that will provide a safe off-street route bridging the existing trail over Highway 26. While we live in Multnomah County we enjoy the various bike trails in Washington County and especially appreciate the miles and miles of safe off-street trails. They are truly a wonderful regional asset that we in the tri-county area enjoy and should all support.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This is a much-needed alternative to navigating the Cornell Road Hywy 26 crossing. This will allow a safe connection of the South Westside Trail to the North Westside Trail. I have run/walked the South Westside trail from Cornell Rd all the way to Tigard a number of times. I want to connect to the northside, but I do not trust the pedestrian safety of crossing the complex Cornell Rd 26 interchange. I was very excited when I first heard about this project, and I look forward to using the new crossing.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	I strongly support funding for the proposed pedestrian and bicycle bridge project. This initiative represents a vital investment in sustainable transportation infrastructure, community connectivity, and public safety. By creating a dedicated, safe crossing for pedestrians and cyclists, the bridge will reduce conflicts between vehicles and non-motorized travelers, promote active transportation, and make our community more accessible for people of all ages and abilities. It will also serve as a crucial link for commuters, students, and families—especially those who rely on walking or biking as their primary means of transportation. In addition to its practical benefits, this project will contribute to healthier lifestyles, reduced traffic congestion, and lower greenhouse gas emissions. It aligns with local and regional goals for climate action, public health, and equity in transportation planning.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	We drive to and from Bethany area to THPRD 4 times a day for kids extra curricular activities. This would be an awesome alternative as we enjoy biking a lot. Plus it would also provide Sunset high's track team an alternative training route. Get it done!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	As someone who walks and runs in this area, a pedestrian bridge here would be incredible! Much better than going all the way up to the existing Cornell overpass!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would alleviate the issue of using the Cornell overpass which is high speed and high volume of traffic.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This would make it easier for kids and adults to walk and or ride bikes between residential and commercial communities. Even walk to schools kids are zoned in va being forced to bus or parents provide rides
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	All about connecting north and south
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Safe paths for pedestrians and bicyclists or desperately needed especially across busy roads and highways.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This will do a great job in providing exercise opportunities for local residents - specifically walking and increasing the ROI of all the trail systems on both sides of the highway.
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	It will connect a lot of jobs with the actual location of where those jobs are - meaning folks living north of 26 yet working on the other side - enabling them to either walk or bike to work
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Please review Metro's Westside Trail master plan: https://www.oregonmetro.gov/westside-trail-master-plan and read that this is the highest priority NEAR-term essential linkpin found to be "the most crucial section for functional regional trail".
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This project is critically important for completing a missing gap in the Metro Westside Regional Trail through THPRD. A bicycle and pedestrian bridge at this location would connect underserved neighborhoods to key destinations across Hwy 26, such as schools, parks, shopping, employment centers, transit and much more. The project will expand recreation opportunities for the community by providing equitable, accessible alternative transportation options across Hwy 26. Please support this important project!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	This project will be such an important trail and highway connector for people who live in the area!
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks and Recreation District	5	Add a 2nd Pedestrian Bridge on Cornelius Pass to access to Rock Creek Trail & Bethany.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	1	Project will likely cause more overflow of traffic into neighborhoods and put additional pedestrians at risk of impatient motorist. This area of cedar mill is already poorly designed and a choke point. Bike lanes already exist and I have had no issues using them. If anything, the on street parking should be removed from this congested area.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	1	Why are we focused on improvement projects when one of the projects is for a bridge that may collapse?! Why is that project even subject to this process as it's an issue of safety? Why doesn't TriMet fund projects that will improve its ridership?
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	2	what is the current ridership of busses? What was it last year and previous years? If we are on a decline, as said in the media, this would not be good use of tax payer funds. I see many busses partially, if not 1 or 2 riders in my area of west Beaverton - Hillsboro - FG.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	2	This project should also contribute to increased bicycle network connectivity in the region. WashCo, go back to the drawing board and come back with a project that reduces car capacity in order to increase bicycle and transit network connectivity.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	3	The town center design with on-street parking and only one lane each direction has severely limited the capacity of Cornell Rd in this area. Improved bus service is a decent start, but I grew up in this area and these folks like their cars. I don't see most of them using a transit system that is so spread out in time and location, as to be basically useless. I've happily used transit in NYC, Paris and London, and it was nearby, frequent and reliable. We do not yet have the density to successfully support such a system. And we don't seem to have the forethought to adequately fund it for the future.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	3	How about improving traffic at the same time over cornell and murray?
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	3	While bus & quality public transit is very important, pedestrian and bike infrastructure is very poor in this area. More needs to be done.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	4	With growth and development in this area, it has become less pedestrian-friendly. Any improvements to Cedar Mill that reduce car dependence will be welcome! However, improving access to the Target Market is not a good idea, since it is the frequent site of shoplifting and police presence in general. The neighborhood has certainly gone downhill since Target opened.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	4	Improving bus service from town center to Cedar Hills/Cornell would benefit our household. Most of this lies with TriMet and their changes on the 48 and 62 routes (62 has infrequent service). However, even improvements within the project scope would be welcome.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	4	This is an important part of the Transit network in Washington County. By making transit more reliable in this area, we'd but improving transit service not only in this area, but for everyone who rides on any part of the 48 (all the way to Hillsboro), and 62 (down to South Beaverton/Northern Tigard). TriMet has recently updated their long range planning for bus improvements they'd like to make, and one of the key aspects is the idea of a grid of intersecting bus lines that allow for easy connections. This is the foundation of a strong bus network. The 48 and 62 are two key bus lines in Washington Couny's bus grid, and making sure that they are reliable is key to making transit a viable option for people to use. I grew up taking the bus to the Cedar Mill library, and I know first hand how much the delays can impact the bus lines there. I also think it's key that we maintain the neighborhood center feel of Cedar Mill. Currently Cornell road between Saltzman and Murray is narrower than most of the main county roads. This is a good thing. The giant 5-lane monstrosities that the county has been building not only hurt our communities, but are setting us up for financial ruin. Every lane we add will need to be maintained, and every acre the county takes for road expansions removes land from the tax roles. This solution of using tools within the space that we already have is theost sensible solution.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Love this idea. It's always bottleneck during my commute.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This is a highly congested area that needs improved access to transit, biking and pedestrian improvements.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This project would address safety and congestion, as well as greenhouse issues by encouraging transit use.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	As someone who walks around this area frequently, I'm very supportive of the proposal. Prioritizing the busses would make me more likely to use the bus. I currently don't use the bus partly because it gets stuck in congestion.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Transit delays are common, and we need more transit infrastructure and ridership in Washington county to meet regional goals.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This area is underserved and would benefit greatly from faster, safer transit.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This is a critical safety project to improve conditions for peds/bikes in this corridor. This area links schools, employment areas and commercial amenities.

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This project provides great benefits to the community by providing better access to transit and better transit service to an area that really needs it. It's a good use of these funds and provides cost effective improvements.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This is an area long overdue for improvements for transit.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Improving transit access in town centers is important
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Much needed!
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Population has increased significantly over the last 20 years with no changes to traffic operations. Google maps has been diverting traffic from the freeway to the use of Barnes road and Cornell road although there is more congestion due to the schools and residents.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This would be great for folks along this corridor, which is dense for mostly single family homes with a good mix of retail and restaurants that are walkable on the path.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	This seems like a win for the community as it may encourage more use of public transportation. Hopefully, the plan considers scheduling of drivers for those buses and run frequency needs for passengers.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	Improving bus access on Cornell Road is extremely important for this neighborhood. The bus service on Bethany Road is abysmal (once per hour). This bus service on Cornell Road is the most frequent in the area, and improvements to crossings and shelters would add greatly to the quality of life and safety for residents.
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	5	I live in this area and am supportive of any work to make it more walkable and transit-friendly.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	1	Straight roads encourage people to drive fast. I'd prefer to leave this turn in there to force people drive slower.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	1	This just looks like a study to figure out how to build a too-wide road up the hill
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	1	No. This project just supports more sprawl. Cancel it.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	1	Wait for the area to develop and require the developers to do some of this work so the taxpayers don't have to foot the bill that would benefit them,
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	1	Sounds like the plan is to straighten out the road, which would mean going through residents' property. No thank you.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	2	Would this support active transit?
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	3	I used to drive this section regularly to pick up grandma, and it wasn't pleasant to drive this narrow road. I bet the few people I saw trying to walk it have some choice words about the incompleteness of this segment!
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	4	I used to travel this route when my grandparents lived in Tigard and my parents in Aloha; that hill turn is rough and this is a growing area. As someone who was definitely using this to travel between two more populated areas, I agree it needs attention. It definitely needs multimodal attention in particular though and pairing plans with land use discussions may be key.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	4	This will help prepare cooper mountain to grow
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	4	This is a dangerous curve, especially with teens driving to MHS. However, I worry about speeds if the road is re-aligned.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	This project is way overdue!

Appendix E: 2028-2030 Regional Flexible Fund Step 2 Public Comment - Online Survey Comments Received

Project Name	Applicant	Support Rating	Comment
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	175th Ave is an increasingly busy travel corridor in a newly developing urban area. As Cooper Mountain continues to build out more and more traffic will use this road. The current roadway configuration includes a steep "kink" that is unsafe for all travelers and particularly for bikes and pedestrians. This funding would start the process for a future capital improvement by engaging the community and jurisdictional partners in a refined design to mitigate the kink and add ped/bike facilities.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	There is a lot of new development in this area and this road is really steep with ditches on either side. It needs to be improved.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	With the recent development areas of River Terrace and South Cooper Mountain, and the new-ish Mountainside High School, this mostly unimproved Arterial a vital link to and from these areas. 175th Ave is in need of safety and capacity improvements, as well as being in dire need of pedestrian and bicycle facilities.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	This section of road and this intersection is dangerous, particularly at night. I am supportive of doing studies and coming up with alternative designs for this stretch.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	With all the recent and continued development in the Cooper mountain and adjacent areas, this sharp turn and area of 175th gets more and more use and is more dangerous due to the number of people using it. The sharpness of the turn requires a significant decrease in speed. Exploring options for increasing the safety and traffic flow in this area is very important.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	Considering the nearby growth areas, including but not limited to South Cooper Mountain and River Terrace, this arterial is in need of road widening improvements. It is also a designated Snow Zone. More standard curve radii, lane widths, and grades would help drivers navigate this increasingly busy road.
SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	5	We need to widen this Road to 3 Lanes & straighten 175th a Straight Road & infill Sidewalks & Bike Lanes.

Appendix F: Community Involvement Application Questions

Public comments on proposed projects
for Step 2 2028-30 Regional Flexible Funds.

May 2025

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May 2025

Appendix F – 2028-2030 Regional Flexible Fund Step 2: Community Involvement Application Questions

Community Involvement

1. Please describe how the members of your agency's governing body have been informed and/or indicated support of this project application.

2. List the interested parties, organizations (e.g. community, business, etc.), other agencies, utilities, funding partners etc. that are involved in the project and whether there are existing risks (e.g. regulatory approval, community support) with any of them. For each group, identify if their approval will be required to move the design of the project forward. If the group's approval is not required, describe the extent of influence the group has in the design of the project.

3. Describe how the project meets a transportation need identified by the community, particularly those communities who face disparities in the transportation system (see descriptions of communities in Equitable Transportation goal in the 2023 RTP). Describe how community input was solicited and how input from these communities informed the project's development to date and its prioritization for a RFFA funding request.

   For definitions of communities in the Equitable Transportation Goal of the Regional Transportation Plan, see: https://www.oregonmetro.gov/sites/default/files/2023/12/21/2023-RTP-Ordinance-No-23-1496-adopted-package-exhibit-A.pdf

4. Does the project require or trigger a public outreach process prior to design? If yes, describe the process and when the outreach work will get started. Indicate in response to Project Delivery Question 4 whether or how the process may alter the responses provided elsewhere in this application.

IN CONSIDERATION OF RESOLUTION NO. 25-5511, FOR THE PURPOSE OF ALLOCATING APPROXIMATELY $141.6 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2028-2030, PENDING ADOPTION OF THE 2027-2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Date: July 21, 2025

Meeting Date: July 31, 2025

Department: Planning, Development & Research

Prepared by:
Grace Cho grace.cho@oregonmetro.gov

ISSUE STATEMENT
As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes federal transportation funds from programs: the Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA) set aside, and the Congestion Mitigation and Air Quality (CMAQ). The allocation of STBG and CMAQ are 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) and is conducted on a three-year funding cycle. The Portland metropolitan region is forecasted to receive $161 million from these programs in the federal fiscal years of 2028-2030. Today's vote on Resolution No. 25-5511 will allocate funding from these programs to a recommended list of investments.

ACTION REQUESTED
Approve Resolution No. 25-5511, allocating funding to regional investments as recommended by JPACT, and detailed in Attachments.

IDENTIFIED POLICY OUTCOMES
In July 2024, JPACT and Metro Council adopted Resolution 24-5415 which established the Program Direction for the 2028-2030 RFFA. This program direction establishes the process and criteria for the funding allocation, and follows policy established in the 2023 Regional Transportation Plan (RTP), adopted by JPACT and Metro Council in November 2023 (Ordinance 23-1496). Through that effort, five key regional funding priorities emerged:

- Equitable Transportation
- Safe System
- Climate Action and Resilience
- Mobility Options
- Thriving Economy

These goal areas and Metro's Designing Livable Streets and Trails guide (Metro; 3rd edition; October 2019) were carried forward as the policy outcomes for the 2028-2030 RFFA Step 2

process, recognizing the extensive public outreach effort and agreement among the region's stakeholders that led to identifying the goal areas and inclusion in the 2023 RTP.

The 2028-2030 RFFA Program Direction continues a two-step process for allocation of these regional funds. Step 1A identifies funding for repayment of bonds issued for regional transit system and other capital project development. Step 1B identifies funding for MPO planning and administration, systems and corridor planning, and continued investment in regionwide programs to carry out priorities identified through the 2023 RTP.

As part of the 2028-2030 Regional Flexible Fund Program Direction adoption, JPACT and the Metro Council directed staff to develop a new project bond proposal for regional consideration. The Program Direction provided the overarching purpose and principles for developing a new project bond proposal in parallel with the Step 2 allocation. Referred to as Step 1A.1 the new project bond proposal is outlined as part of Resolution 25-5510.

Step 2 is funding identified for local capital projects that improve the regional transportation system. Metro conducted a Step 2 project solicitation and evaluation process beginning in August 2024 and concluding in July 2025 with a JPACT-approved and recommended list of projects to receive funding. For the first time, Metro had the ability to offer local jurisdictions and parks districts application assistance to support the development Step 2 project applications through action taken by the Metro Council in adopting Resolution 24-5414 to allocate one-time Redistribution funding. A total of 24 Step 2 applications were received and 11 received application assistance. Six out of the ten recommended Step 2 awarded projects received assistance with the development of their applications.

The Step 2 project selection process included a technical analysis on the project proposals to determine their performance with regards to RTP goals and policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the five RTP goal areas and for construction applications, consideration of the project's known or intended design features. Each application received a project score and rating reflective of its merits.

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

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

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

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 25-5511.

The package of projects funded through this resolution were selected by JPACT based on balancing across five different components:

- Meeting the 2028-30 RFFA Program Direction objectives, including advancing RTP goals, investing in projects across the region, and honoring prior commitments of Regional Flexible Funds, and leveraging other investments
- Project technical evaluation scores, based on the policy objectives outlined for the five 2023 RTP goal areas
- Public support, based on the results of the public comment project ratings
- Input from TPAC and JPACT on additional considerations for inclusion in shaping a Step 2 allocation package shared in their May 2025 meetings
- Identified priorities from each of the county coordinating committees and the City of Portland

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2027-2030 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council in June 2026. The MTIP is the federal capital improvement program for the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Highway Administration and Federal Transit Administration.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2028-2030 RFFA follows transportation policy direction established in the development of the 2023 RTP. Chapter 6 of the 2023 RTP provides detail on the region's investment priorities. Projects selected for Regional Flexible Funds are on the 2030 Constrained RTP project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The 2023 RTP project list focuses on making near-term progress on regional goals of – equitable transportation, safe system, climate action and resilience, mobility options and thriving economy.

How does this advance Metro's racial equity goals?

Advancing equity is a primary policy objective for the Regional Flexible Fund Allocation. Equitable transportation was one of five goals and outcomes used in selecting projects. The projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within 2023 RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

How does this advance Metro's climate action goals?

Another of the primary policy objectives for the 2028-2030 RFFA is to advance the region's Climate Action and Resiliency policies as outlined as part of the 2023 RTP. Selected projects

were evaluated based in part on how they could help the region reduce greenhouse gas emissions and/or address extreme weather events. The projects funded through the 2028-2030 RFFA are focused on making bicycling and walking easier and safer, making accessing the region's transit system easier, helping buses move faster, and seismic resiliency of bridges.

Known Opposition/Support/Community Feedback
Metro conducted a five-week public comment period between March 26 through April 30, 2025.

By the end of the comment period, Metro received around 1,700 comments on the 24 projects under consideration for funding via an online survey, public testimony, and emailed comments combined. This a significant turnout demonstrates community members are invested in the outcomes of the Step 2 allocation process.

The online survey asked participants to rate any number of the 24 projects on a scale of one to five, with five being "highly supportive" and one being "lesser support." Participants were also given the option to provide additional written comments on the projects. Of the respondents who rated projects, 75.1% took the extra time to provide written comments. In total, Metro received 1,683 project rating responses through the online survey and 1,265 in online written comments.

Across all projects, the average rating is 4.15 with 85% of the project rating responses receiving a four (4) or a five (5).

Overall, almost all the comments people provided through the online survey, emails, and letters supported specific projects. That said, 14.6% of the project rating responses gave a score of three (3) or less, indicating neutral to lesser support for a project.

Among the supportive written comments Metro received across the Step 2 applications, the common themes to emerge include:

- The impact of the project on transportation safety for all users, but with a particular focus on pedestrians
- The impact of the project on making more seamless connections for people traveling to and from places regardless the form of travel taken.

Among the concerned comments received across the Step 2 applications, the common theme to emerge include:

- The concern of prioritizing specific types of projects or using public funds on certain types of projects over other competing transportation needs.

Legal Antecedents
This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Infrastructure Investment and Jobs Act, or IIJA) as implemented through the Code of Federal Regulations Title 23, Part

450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the 2028-2030 Regional Flexible Fund Allocation Program Direction as defined by Metro Resolution No. 24-5415, For the Purpose of Adopting the 2028-2030 Regional Flexible Funds Program Direction for the Portland Metropolitan Area, adopted July 11, 2024.

Anticipated Effects
Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2027-2030 MTIP so they may become eligible to receive those federal transportation funds beginning in federal fiscal year 2028.

Financial Implications (current year and ongoing)
Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2028, 2029, and 2030. Federal Fiscal Year 2028 grant funds would typically be utilized by Metro in Metro Fiscal Year 2028-29 (July 1, 2028 – June 30, 2029). Federal Fiscal Year 2029 grant funds would typically be utilized by Metro in Metro Fiscal Year 2029-30 (July 1, 2029 – June 30, 2030). Federal Fiscal Year 2030 grant funds would typically be utilized by Metro in Metro Fiscal Year 2030-31 (July 1, 2030 – June 30, 2031). The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity need and the budget capacity for local match is available.

The proposed allocation to MPO Planning would require Metro match of $191,423 in Metro fiscal year 2028-29, $197,165 in Metro fiscal year 2029-30 and $203,080 in Metro fiscal year 2030-31 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 percent of the RTO program funding is currently utilized for this purpose. Metro sometimes provides the local match requirement for Corridor Planning activities, though this requirement is often met by partner agency contributions to a corridor planning project.

BACKGROUND

The Regional Flexible Fund Allocation represents the region's direct implementation of the priorities defined in the RTP. As the only transportation funding under the purview of the MPO as represented jointly by JPACT and Metro Council in their MPO oversight role, these funds have historically invested in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to define the Program Direction by affirming the policy objectives, setting the allocation process, and select investments to be

funded with the Regional Flexible Funds. Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to repay debts for bonding to support transit capital projects and project development (Step 1A), and continues investments in MPO, system, and corridor planning activities, as well as investing in region-wide programs (Step 2).

After meeting Step 1 funding commitments and action taken to commit to a new project bond outlined as part of Resolution 25-5510, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's five RTP investment priorities as detailed in the Identified Policy Outcomes section.

In July 2024, Metro Council, through Resolution 24-5415, adopted the 2028-2030 RFFA Program Direction. This action created the policy direction for investment of a forecasted total of $150-$153 million in federal transportation funds allocated to the region.

Following adoption of Resolution 24-5415, Metro conducted a call for project applications. to be considered for allocation of Step 2 funding. For the first time, Metro was able to provide application assistance to smaller local jurisdictions. The project call opened in early September 2024 and applications were due in late November 2024.

Metro received a total of 24 project proposals through this project call. Subsequently, Metro led a technical analysis of the projects, focusing on how well they advance regional goals and outcomes as identified through the 2023 RTP and project delivery risk in the federal aid process. The technical evaluation measured the projects' potential benefits and outcomes in each of the five RTP goal areas and for construction applications, consideration of the project's known or intended design features. The risk assessment evaluated both project management and inherent challenges according to the project complexity. Each application received separate project score and rating reflective of its merits in advancing 2023 RTP goals as well as project delivery risks. Applicants were offered opportunities throughout the evaluation process to provide clarifications and sit down with Metro staff to discuss their evaluation scores. Final technical evaluation results were issued in mid-April 2025.

At the end of March 2025, a five-week public comment opportunity was held to gather input about the proposed projects from community members and stakeholders. The public comment included opportunities to engage via an online survey, through email and phone, as well as through a public testimony opportunity at the April 17th JPACT meeting. Shortly following the end of the public comment period, Metro staff issued a public comment report (included as Exhibit C and D) outlining the results of the comments received. With the technical evaluation scores, public comment, and consideration of the cycle's Program Direction objectives, county coordinating committees and the City of Portland provided further information on which projects they indicated were their priorities for Regional Flexible funding.

Subsequent to adoption of Resolution 24-5415, an updated revenue forecast in Spring 2025 revealed an additional $10.5 million dollars available to allocate as part of the 2028-2030 Regional Flexible Fund due to actual revenues from the annual appropriations process being greater than forecasted. Metro staff proposed to use the increased amount of Regional Flexible Funds revenues to repay debt service for the initial years for the new project bond. The increased capacity unencumbers Regional Flexible Funds from Step 2 anticipated for bond debt allowing for an increase funding available from $42 million to $49 million to allocate to local capital projects. In total, the forecasted amount of federal funds to be awarded through the 2028-2030 RFFA increases to a total of $161 million for Step 1A, Step 1B, Step 2, and the pending action on a new bonding commitment (Step 1A.1). JPACT did not oppose this approach for investment of the additional $10.5 million.

Through a series of briefings with TPAC and JPACT over May and June 2025, the technical evaluation, public comment input, Program Direction objectives, additional considerations, and local priorities was used to develop an initial set of Step 2 allocation package options for discussion. With input on the initial options, Metro staff developed a Step 2 draft allocation package was put forward to JPACT for discussion at their June 26th meeting. JPACT feedback on the Step 2 draft allocation package were supportive and voiced an appreciation for the Step 2 allocation package balancing across multiple considerations while also placing investments throughout the region. Additionally, JPACT members were appreciative of the two Step 2 applicants in being willing to revise their Regional Flexible Funds request to get to a financially constrained Step 2 allocation package and provided feedback for continued support for the two Step 2 applications. Following the late June JPACT discussion, Metro staff put forward a recommendation for TPAC discussion at their July 11th meeting.

At the July 11th meeting, TPAC members expressed appreciation for the two Step 2 applicants that agreed to scale down their Regional Flexible Fund request in efforts to reach a financially constrained allocation package. TPAC members also requested the next Regional Flexible Funds Step 2 competitive allocation incorporate a review of the technical criteria and scoring rubric by TPAC or a working group. Following this discussion, TPAC voted to recommended Resolution 25-5511 to JPACT for consideration at its July 17th meeting.

At its July 17th meeting, JPACT received public testimony from the Tigard Mayor Heidi Lueb in support of Tigard's Step 2 application for the North Dakota Street Bridge Replacement Project in the Metro staff recommendation, followed by additional testimony from a member of the City of Tigard's Transportation Advisory Committee in support of the same project. JPACT unanimously approved and recommended that Metro Council adopt Resolution 25-5511.

The final JPACT-approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee and City of Portland priorities, public input and other process and policy objectives specified in the Program Direction.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendices K and L of the 2023 RTP. The Step 1B programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by investing in a variety of capital, programmatic, and planning activities which makes the region's communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable, and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2028-2030 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit.

ATTACHMENTS
None

2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

TriMet's Annual Budget Process



Transportation Policy Alternatives Committee (TPAC)

TriMET
FY2025 Approved Budget

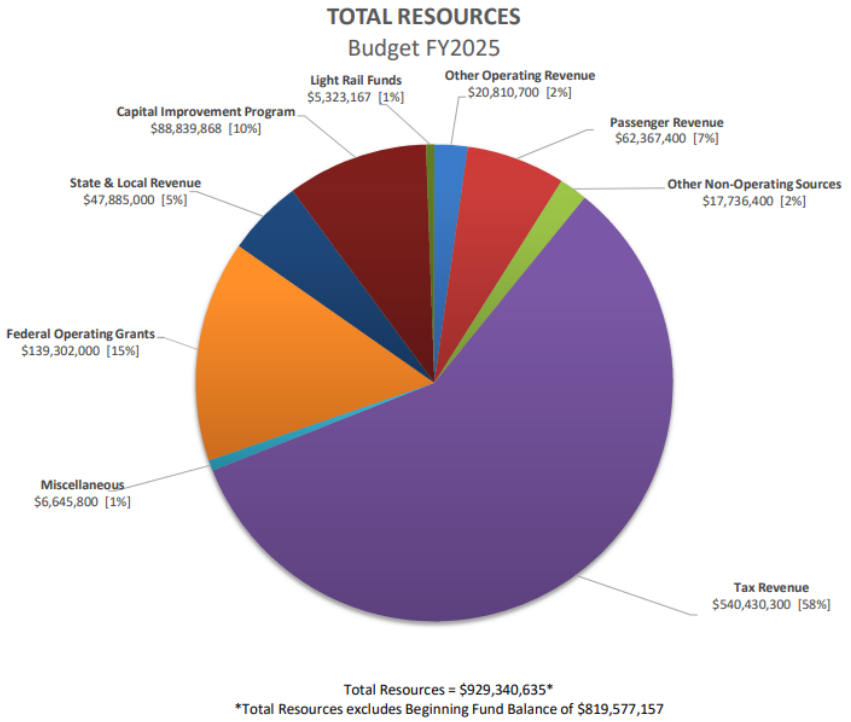
April 10, 2024 Workshop



FY2025 Budget Investments

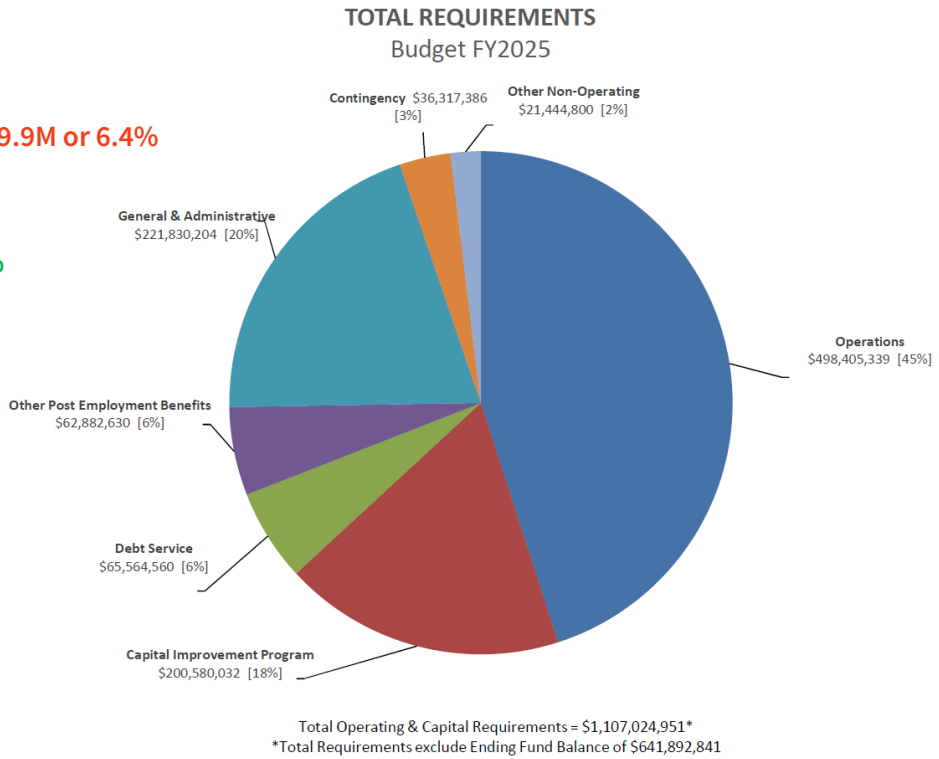
1. Safety & Security
2. Cleanliness
3. Service Improvements & Reliability
4. Workforce development
5. Climate Action

- **Tax Revenue**
  - Total: $540.4M (58%) ↑ $24.6M or 4.8%
- **Federal Operating Grants**
  - Total $139.3M (15%) ↓ $17.5M or -11.1%
- **Capital Improvement Program & Light Rail Funds**
  - Federal/STIF/State/Local: $88.8M (10%) ↓ $43.8M or -33.0%
- **Passenger Fares**
  - Total $62.4M (7%) ↑ $6.1M or 10.8%
- **State & Local Revenue**
  - STIF/State 5310/Local $47.9M (5%) ↑ $3.5M or 7.9%
- **Other Revenues:**
  - Miscellaneous/Other/Non-Operating $45.2M (5%) ↑ $3.4M or 8.2%



Total Resources = $929,340,635*
*Total Resources excludes Beginning Fund Balance of $819,577,157

- Total Budget $1.75 billion ↓ $178.7M or -9.3%
- Operating Requirements $848.7 million ↑ $30.2M or 3.7%
  - Day to Day [Transportation & Maintenance] $498.5M ↑ $29.9M or 6.4%
  - OPEB $62.9M ↓ $24.7M or -28%
  - Debt Service $65.6M ↔ $0.1M or 0%
- Capital Improvement Program (CIP) $200.6M ↓ $127.7M or -38.9%
- Funding Exchanges & PassThrough $21.4M ↑ $0.5M or 2.5%
- Contingency $36.3M ↑ $11.5M or 46.7%
- Ending Fund Balance $641.9M ↓ $86.4M or -12%
  - Restricted – Bond Proceeds $67.7M ↓ $32.6M or -49.5%
  - Restricted – Debt Service $47.6M ↓ $3.8M or -7.9%
  - Unrestricted $526.6M ↓ $57.6M or -17.9%



Federal Operating Grants	Purpose		FY2025
FTA Section 5307 & 5307 Route Planning Restoration	Preventive Maintenance & Operating Assistance	$	66,930,000
FTA Section 5337 State of Good Repair	Preventive Maintenance	$	44,480,000
Regional STBG & CMAQ FHWA Flex Funds	Regional Rail Debt Service & Preventive Maintenance	$	21,800,000
Regional STBG FHWA Flex Funds	Metro Program Fund Exchanges	$	3,708,400
Regional STBG FHWA Flex Funds	Regional Transp Options Program	$	400,000
FTA Section 20005b Pilot Program	Transit Oriented Development & Eastside Park & Ride	$	207,300
FTA Section 5310 Enhanced Mobility of Sr. & Indv. w/Disab.	Ride Connection Contracted Service	$	1,333,700
Homeland Security Funds	Safety & Security-Canine/Tactical Training	$	415,100
FTA Section 5307/CMAQ FHWA Flex Funds	Open Street Map Data Maintenance	$	27,500
	Total Federal Operating Grants	$	139,302,000

Federal CIP Grants	Purpose		FY2025
FEMA ATTAIN	LRV CAD-AVL	$	980,000
FEMA/DHS, Transit Security Grant Program	CCTV & Intrusion Detection	$	445,000
FTA Section 5309 CIG New Starts	Portland-Milwaukie Light Rail Project	$	5,323,167
FTA Section 5309 CIG Small Starts	Division Transit Project	$	1,150,761
FTA Section 5339 Low or No-Emission Vehicle	Electric Bus Purchases	$	2,192,673
FTA Section 5339 Bus Replacement Purchase	Electric Bus Purchases	$	1,386,640
ODOT STBG FHWA Flex Funds, Mass Transit	Electric Bus Purchases	$	1,564,939
FTA Section 5312 Public Transportation Innovation Program	Rail Crossing Safety Enhancements	$	78,492
FTA Section 5309 CIG Small Starts	Red Line Extension and Reliability Improvements	$	6,921,916
FTA, Section 5310, Elderly & Disabled	ATP Technology Grant	$	369,373
FTA Areas of Persistent Poverty Program	82nd Avenue Transit Improvements	$	630,000
FTA Carbon Reduction Program (CRP)	82nd Avenue Transit Improvements	$	4,091,619
FTA Community Project Funding/Congressionally Directed Spending	Blue Line Station Rehab	$	1,494,267
FTA Community Project Funding/Congressionally Directed Spending	Garage, Layover, and TC Expansion	$	3,106,489
FTA Section 5339(a) Discretionary	Garage, Layover, and TC Expansion	$	2,816,733
FTA Community Project Funding/Congressionally Directed Spending	Willamette Shore Trolley	$	492,192
FTA FY2023 CMAQ Funds - Transferred to Section 5307	Electric Vehicle Charging Infrastructure - Powell	$	500,000
FTA Regional STP Flex funds	Powell-Division Corridor Safety & Access to Transit	$	1,347,051
	Total Federal CIP Grants	$	34,891,312

Key Dates

- ~~Public Rollout of Budget – March 6th~~
- ~~Board approved budget for TSCC – March 29th~~
- TSCC Hearing – April 24th
- Board adopts FY2025 Budget – May 22nd
- FY2025 Budget Begins – July 1, 2024





Fiscal Year 2025 Budget: http://trimet.org/budget/

Questions?

Our Values: Safety · Inclusivity · Equity · Community · Teamwork

2027-30
Metropolitan Transportation Improvement Program
Adoption Draft

Appendix II
Selection of Projects and Programs

SMART's Annual Budget Process



MTIP Coordination and Program of Projects

Transportation Policy Alternatives Committee

April 10, 2024

SMART
SOUTH METRO AREA REGIONAL TRANSIT

WILSONVILLE OREGON

About SMART

- 21,000+ people employed in Wilsonville
- 27,000+ people live in Wilsonville
- SMART gave 164,000 rides in FY2023
- Nine routes: Six in town and connections to Canby, Salem, & Tualatin
- Programs: Dial-A-Ride, SMART Options, Vanpool
- All service is free except to Salem and medical trips out of town



Recognition

- SMART ranked **8th** for quality of bus & transit services and **9th** for ease of travel amongst cities surveyed in the 2022 National Community Survey
- SMART received the **2022 System Innovation Award** for the successful Bus on Shoulder pilot program



Transit Fund Forecast FY 24-25

Draft- to be finalized June 3, 2024

Source	Proposed Revenue
Employer Payroll Tax	$6,200,000
Intergovernmental	$3,683,000
Passenger Fare & Other Revenues	$41,000
TOTAL	**$9,924,000**

FY 2024/25 Budget Timeline

April 22: Proposed Budget available and open for public comment

May 9: Budget Committee, first meeting

May 16: Budget Committee, second meeting

June 3: City Council to adopt budget

July 1: New fiscal year begins



SMART
SOUTH METRO AREA REGIONAL TRANSIT

WILSONVILLE
OREGON

Proposed Program of Projects FY 24/25

To be finalized June 3, 2024

5307 Formula: $182,000

- Preventive Maintenance & Scheduling Software

5307 Formula + 5339 Formula: $522,000

- Vehicles & Preventive Maintenance

Surface Transportation Program: $150,000

- SMART Commute Options and SRTS Programs

5310 Urban Formula: $33,500

- Travel Training for Seniors & People with Disabilities





SMART
SOUTH METRO AREA REGIONAL TRANSIT

WILSONVILLE OREGON

Questions/Comments?

Kelsey Lewis

Grants & Programs Manager

klewis@ridesmart.com

503-682-4523



TRIMET

Memo

Date: July 7, 2025

To: Joint Policy Advisory Committee on Transportation and Interested Parties

From: Vincent Ferraris, Capital Improvement Program Finance Manager

Subject: TriMet's Capital Program Priorities and Federal Funding Budgeting for FY 2026

TriMet's FY26 Capital Improvement Program Values and Themes

The TriMet Board of Directors adopted the FY26 budget in May 2025. TriMet's Capital Improvement Program (CIP) reflects the agency's commitment to being a regional partner, both in growing ridership and in investing in existing assets. Enhanced transportation through new bus rapid transit lines will provide increased connectivity and reliability for transit users. These enhancement efforts are balanced with maintenance projects that ensure long-term system reliability through rehabilitating or replacing aging system assets. Technologies that improve connectivity, communication and deployment help TriMet's overall efficacy and efficiency in providing valued transit options and access across the Portland Metropolitan area.

Federal Funding's Contribution to Current and Long-Term Planning

Federal funding contributes 23% of TriMet's $165.3 Million CIP budget for FY 2026. These funds are extended both directly by matching funds from TriMet and local agencies, and indirectly by allowing TriMet to drive $78.5 Million in general funds and bond proceeds for enhancement and state of good repair work within the project portfolio. Particularly for TriMet's largest projects, much of the work in FY 2026 sets the stage for new construction and for major refurbishment and replacements in the next five to ten years.

Federal Funding in TriMet's FY26 Capital Budget

Federal funding for the CIP is composed of several discretionary grants that support individual projects, including major projects like Columbia Operations Facility project, two transit center expansions, transit improvements along 82nd avenue and TV Highway, and the Better Red project. Federal funds are also providing opportunities for improved technology systems for real-time tracking and enhanced communication. Support for select projects that replace and rehabilitate aging assets advance TriMet's emphasis on maintaining an overall state of good repair. Funding for infrastructure that provides alternative fuel options will create fleet resiliency and prevent overreliance on a single mode or fuel-source to support the region's transportation needs.

Below is a table that outlines the federal funds during the 2026 Fiscal Year:

Federal CIP Grants	Purpose	FY 2026
FHWA ATTAIN	Light Rail Vehicle (LRV) CAD-AVL	$2,235,000
FHWA Carbon Reduction Program -Transferred to FTA Sec 5307	TV Highway Improvements	$5,000,000
FHWA Carbon Reduction Program -Transferred to FTA Sec 5307	Enhanced Transit Corridor Programs for Bus	$3,622,208
FTA Sec 5309 CIG Small Starts	Division Transit Project	$253,780
FTA Sec 5309 CIG Small Starts	Red Line Extension and Reliability Improvement	$3,339,338
FTA Sec 5339(c) Low or No Emission	82nd Avenue Transit Improvements	$3,183,941
FTA Sec 5339(c) Low or No Emission	Upgrade Powell Fuel Cell Electric Bus Infrastructure	$920,000
FTA Community Project Funding / Congressionally Directed Spending	Blue Line Station Rehabilitation: 82nd Avenue MAX Station	$1,971,069
FTA Sec 5310 (ODOT Managed)	ATP Vehicle Replacement & Expansion	$400,000
FTA Sec 5339(a) Discretionary Funds	Garage, Layover & TC Expansion: Beaverton Transit Center	$1,385,728
FTA Community Project Funding / Congressionally Directed Spending	Garage, Layover & TC Expansion	$6,367,213
FTA Community Project Funding / Congressionally Directed Spending	Electric Vehicle Charging Infrastructure at Merlo Garage	$2,042,400
FTA Community Project Funding / Congressionally Directed Spending	Willamette Shore Line	$91,760
FTA Community Project Funding / Congressionally Directed Spending	Columbia Operations Facility	$4,466,267
FTA Sec 5310, Elderly and Disabled	Accessible Transportation Program Technology Improvements	$343,916
FHWA CMAQ Funds-Transferred to FTA Sec 5307	Electric Vehicle Charging Infrastructure at Powell Garage	$1,454,272

FTA Regional STP Flex Funds	Powell-Division Corridor Safety & Access to Transit	$1,121,523
	Total Federal CIP Grants:	$38,198,465

Federal Program of Projects FY 25/26



5307 Formula: $400,000

- Preventive Maintenance & Scheduling Software

5339 Formula: $249,000

- Battery Electric Cutaway Bus

Surface Transportation Program through Metro: $160,000

- SMART Commute Options and Safe Routes to School Programs

5310 Urban Formula: $18,000

- Travel Training for Older Adults & People with Disabilities



For more info contact Grants and Programs Manager Kelsey Lewis, klewis@ridesmart.com

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

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

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories, and things to do.

oregonmetro.gov/news

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Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, Acting Council President, District 6

Auditor

Brian Evans
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700