

# Attachment 3

## Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, May 30, 2025  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Jean Senechal Biggs, Resource Development Section Manager  
Subject: 2028-2030 Regional Flexible Fund Step 2 – Allocation Package Options and Draft Legislative Materials

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### **Getting to a Step 2 Staff Recommendation and Allocation Decision**

The 28-30 Regional Flexible Fund Step 2 allocation process is nearing an end. Metro staff are preparing to develop a Step 2 staff recommended allocation package for TPAC consideration and action on July 11, 2025.

At the upcoming TPAC meeting on June 6th, Metro staff seek feedback from TPAC members on three (3) RFFA Step 2 allocation package options, as well as draft legislative materials. Metro staff will also present an update on the RFFA funding forecast which now projects a Step 2 allocation of approximately \$49 million.

Metro staff will carry forward TPAC's input to the Metro Council work session on June 17th and the JPACT meeting on June 26th.

**RFFA Step 2 Allocation Package Options:** Each package totals approximately \$49 million, which is the estimated amount of the Regional Flexible Funds available in the 28-30 cycle. (See tables 1 – 3 on pages 4 and 5.)

To develop the package options, Metro staff used an assessment applying the four components to inform the development of a Step 2 allocation package:

1. Meeting the 2028-30 RFFA Program Direction objectives, including advancing RTP goals, investing across the region, and honoring prior commitments of Regional Flexible Funds, and funding leverage
2. Project technical scores, based on the results of the Outcomes Evaluation
3. Public support, based on the results of the public comment project ratings
4. Input from TPAC and JPACT on the illustrative concepts, along with additional considerations shared in their May 2025 meetings

The assessment includes a placeholder for a fifth component to account for county coordinating committees and City of Portland priorities, which Metro expects to receive around June 3, 2025.

The assessment results are provided in **Attachment 1**.

**Draft Legislative Materials:** To prepare for the July committee actions, **Attachment 2** shares a preview of the legislative package with a draft Resolution and draft Conditions of Approval.

The adopting Resolution establishes policy and expresses intent on the Step 2 Regional Flexible Fund Allocation to projects. It identifies the awarded projects and the total amount awarded. The Resolution also includes the allocation of funds to Step 1A and Step 1B for payment towards debt service and regional planning and program investments. [Note: Approval of the Step 1A.1 new project bond will occur through action on a separate resolution.]

Conditions of approval are mechanisms to ensure Regional Flexible Fund projects are planned, designed and built consistent with the project applications approved by JPACT and the Metro Council, meet federal regulations, and with regional program policies.

### Discussion Items

1. Coordinating committee and City of Portland priorities were not available at the time of this mailing. TPAC reps are asked to share their priorities to the committee.
2. Option 1 best reflects TPAC's May 2025 feedback to prioritize the results of Outcomes Evaluation (technical scores). Is this option the foundation of a package that TPAC would recommend to JPACT?
3. Are there questions regarding the Step 2 allocation draft legislative materials?

### Background & Current Place in Development:

The 28-30 Regional Flexible Fund Step 2 allocation process began in Fall 2024 with a call for projects. Metro received 24 applications requesting a total of just over \$140 million in Regional Flexible Funds.

Metro conducted two technical evaluations of the proposed projects. The Outcomes Evaluation assessed how well each project advances the 2023 Regional Transportation Plan goals. The Project Risk Assessment identified the potential project delivery challenges each project may encounter as a federal aid project. Metro issued the final results of the technical evaluations on April 15, 2025.

Metro conducted a five-week public comment period from March 26<sup>th</sup> through April 30<sup>th</sup>. Participants navigated to individual projects in an interactive online map and once the project of interest selected, prompted to participate in a survey rated the project on a scale of 1 (no support) to 5 (high support). Participants also had the option to provide written comments. Metro issued the Step 2 public comment report on May 16, 2025.

At the May meetings of TPAC and JPACT, Metro staff presented different concepts or factors with which to build Step 2 package options. Input from the regional committees included:

- Weigh equally the five Regional Transportation Plan (RTP) goals in the development of the Step 2 package, rather than prioritizing only one or more goals, to remain consistent with the adopted Program Direction
- Prioritize projects that have other funding committed and that the Regional Flexible Funds will help close the project's funding gap
- Consider the needs of the small jurisdictions, where the ability to secure other transportation funding is scarce or simply not possible, and the Regional Flexible Funds are the only likely source for capital investments
- Support developing a pipeline of candidate projects with both project development and construction awards
- Provide the methodology for creating the Step 2 allocation packages and outline how each factor was utilized as part of the selection for inclusion in a package
- Consider the potential to leverage adjacent investments funded through Regional Flexible Fund Step 1A.1 bond
- Consider the economic development potential a Step 2 application can help unlock

**Step 2 Estimated Available Funds Update**

As part of the competitive Step 2 allocation process, Metro staff develops a revenue estimate of available Regional Flexible Funds at two different points of the process. The first estimate of Regional Flexible Funds precedes the opening the Call for Projects to give potential applicants an idea of the amount of funding available. The second estimate of Regional Flexible Funds is ahead of the development of the Step 2 allocation package to inform the staff recommended package.

This spring, Metro staff reviewed the Regional Flexible Fund revenue estimates according to the most recent annual federal appropriations. The updated forecast shows a total estimate of Regional Flexible Funds available for federal fiscal years 2028 – 2030 at approximately \$161 million. This is an increase of \$8 to \$11 million in Regional Flexible Funds than the spring 2024 estimate of \$150 to \$153 million. The increase in revenues can be attributed to:

- 1) higher Regional Flexible Funds carryover of unallocated funds from previous funding cycles; and
- 2) an updated ODOT forecast of Congestion Mitigation and Air Quality (CMAQ) formula funds, sub-allocated to the Metro as the MPO and one of the federal funds programs to comprise the Regional Flexible Funds.

The Regional Flexible Fund carryover reflects the difference between Metro's Regional Flexible Fund estimate as of summer 2022 and the annual federal appropriations through today. The mildly conservative Regional Flexible Fund revenue estimates for previous fiscal years leading up to 2025 relative to the annual federal appropriations yielded \$6 million in unallocated Regional Flexible Funds over the near three-year timeframe.

An updated ODOT forecast of CMAQ formula funds made available in spring 2025 resulted in an increase of approximately \$700,000 of CMAQ funds annually to add to the Regional Flexible Funds beginning in 2025. Part of this increased amount is now accounted for in the calculation of the carryover of unallocated Regional Flexible Funds through 2027 into the 2028-30 funding cycle. With this increased amount of CMAQ, Metro can also assume a similar increased level of funding for years 2031 through 2039. Metro staff continues to use a moderately conservative approach in estimating the CMAQ formula funds available by not projecting any increased growth to the CMAQ sub-allocation beyond 2025.

Metro staff initially assumed an advance of Regional Flexible Funds available in years 2028 through 2030 to apply to debt servicing beginning with the first bond issuance in year 2026 or 2027. However, with the additional Regional Flexible Funds estimated to be available, there will be adequate funding to support initial payments to the Step 1A.1 bond without having to advance funding capacity from years 2028-30.

The change in forecasted funds unencumbers approximately \$7 million of advanced Regional Flexible Funds from the Step 2 allocation. Metro staff proposes to utilize the increase from the updated revenue estimate to offset the amount of funds needed from Step 2 for debt service for this cycle and allocate \$49 million in the Step 2 competitive process, up from the \$42 million initially estimated.

### Step 2 Allocation Package Options

Building a Step 2 allocation package among a competitive pool of applications is challenging. Metro staff's assessment across the four components—Program Direction objectives, technical evaluation, public comment, and illustrative concepts input from TPAC and JPACT—highlights the individual and different strengths of each Step 2 application project. Tables 1 - 3 present three Step 2 allocation package options. Each package option emphasizes various parts of the four components.

#### Allocation Package Option 1

Allocation Package Option 1 emphasizes high performance across the four components: Program Direction, technical evaluation, public support, and responsiveness to concepts input. Most Option 1 projects met more than half of the objectives of the Program Directions and Concepts and projects were within the top 10 scoring projects in the Outcomes Evaluation. Option 1 is most consistent with input from TPAC and JPACT to respect the outcome of the technical evaluation results.

*Table 1. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 1*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
NE MLK Jr Blvd Safety and Access to Transit	Portland	\$4,879,517
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	\$5,252,300
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland	\$7,732,932
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	\$8,721,932
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	\$2,707,217
	<b>Total</b>	<b>\$47,836,391</b>

*Allocation Package Option 2:*

Allocation Package Option 2 emphasizes high performance in the Outcomes Evaluation and the Program Direction objectives while taking into consideration JPACT input from the Illustrative Concepts to include projects that complement recently built, currently active, or Step 1A.1 bond capital transportation projects. All Option 2 projects scored in the top half (top 12) of applications in the Outcomes Evaluation and a majority meet over half of the Program Direction objectives.

*Table 2. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 2*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	\$5,252,300
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland	\$7,732,932
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Beaverton Downtown Loop: SW Hall Blvd – 3rd to 5th St	Beaverton	\$4,649,687
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	\$12,026,118
	<b>Total</b>	<b>\$48,203,530</b>

*Allocation Package Option 3*

Allocation Package Option 3 emphasizes high performance in the Outcomes Evaluation, the public comment project ratings, and Program Direction objectives. The majority of Option 3 projects met more than half of the objectives of the Program Direction and are responsive to TPAC and JPACT input on the Illustrative Concepts. Option 3 gives additional consideration to the public comment by including the highest rated Step 2 application that also performed highly in the technical evaluation and meets the Program Direction objectives.

*Table 3. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 3*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
NE MLK Jr Blvd Safety and Access to Transit	Portland	\$4,879,517
Beaverton Creek Trail: Merlo Road Improvements	Washington County	\$6,640,700
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	\$8,721,932
North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	\$8,000,000
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	\$2,707,217
	<b>Total</b>	<b>\$49,491,859</b>

**Next Steps**

Table 4. outlines the next steps in the 28-30 Regional Flexible Fund Step 2 allocation process.

*Table 4. 2028-2030 Regional Flexible Funds Step 2 – Next Steps and Key Dates*

<b>Activity</b>	<b>Date</b>
Coordinating committee and City of Portland priorities submission (optional)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Opportunity to provide input on preferred Step 2 allocation package to inform a Metro staff recommendation.</li> <li>- Draft Step 2 legislation</li> </ul>	June 6, 2025
Metro Council: Updates on Step 2 and input to develop staff recommendation	June 17, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Opportunity to provide input on preferred Step 2 allocation package to inform a Metro staff recommendation.</li> <li>- Draft Step 2 legislation</li> </ul>	June 26, 2025
TPAC: Staff recommendation on 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 and recommendation to Metro Council adoption	July 17, 2025
Metro Council: Adoption of 2028-2030 Regional Flexible Fund Step 2 Allocation	July 31, 2025

## Attachment 1 – 28-30 Regional Flexible Fund Step 2: Allocation Package Development Assessment Rubric

<i>Program Direction Objectives</i>
Strategic Regional Funding Approach <ul style="list-style-type: none"> <li>- Eligible in the Strategic Regional Funding Approach</li> </ul>
Honors prior commitments <ul style="list-style-type: none"> <li>- Received previous Project Development allocation from RFFA?</li> </ul>
Leverages additional funding <ul style="list-style-type: none"> <li>- Greater than the local minimum match?</li> <li>- Is there another previous allocation from a different program?</li> </ul>
State Implementation Plan (SIP) commitments <ul style="list-style-type: none"> <li>- Is a CMAQ eligible project</li> </ul>
Achieve multiple transportation policy objectives <ul style="list-style-type: none"> <li>- See Technical Evaluation</li> </ul>
Efficient and effective use of federal transportation funds <ul style="list-style-type: none"> <li>- Overall Risk Assessment rating is at or above average (25.5)</li> </ul>
<i>Technical Evaluation</i>
Technical evaluation score greater than 50
<i>Public Comment</i>
Received project rating response above average (4.15)
<i>Concepts Input</i>
Complementary project to a currently active or recently completed larger or adjacent capital transportation project
Project Readiness <ul style="list-style-type: none"> <li>- Project Management Risk Assessment score is at or above average (8)</li> </ul>
Limited local funding options <ul style="list-style-type: none"> <li>- RFFA is the most accessible transportation funding source</li> </ul>
Economic development potential <ul style="list-style-type: none"> <li>- Higher than average Thriving Economy score (50)</li> </ul>
<i>Coordinating Committee/City of Portland Identified Priority</i>
Identified as a coordinating committee or City of Portland priority
<i>Step 2 Allocation Package Specific Criteria</i>
Program Direction: Invests in all parts of the region <ul style="list-style-type: none"> <li>- Investment in the four main areas without sub-allocation consideration</li> </ul>
Concepts Input: Project Pipeline <ul style="list-style-type: none"> <li>- Package includes project development application(s)</li> </ul>

Attachment 1 - 28-30 Regional Flexible Fund Step 2 - Assessment Rubric Results Summary

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority	Total Building Components
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts subcomponents	Indicated submitted  TBD	Number of components addressed
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No		1 of 4
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes		4 of 4
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes		3 of 4
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No		2 of 4
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	60	\$ 6,640,700	\$ 7,401,700	Yes	Yes	Yes	No		3 of 4
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No		2 of 4
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No		2 of 4
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No		3 of 4
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No		3 of 4
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	54.62	\$ 4,649,687	\$ 5,181,865	Yes	Yes	Yes	No		3 of 4
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes		3 of 4
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	52.34	\$ 8,000,000	\$ 26,336,556	Yes	Yes	Yes	No		3 of 4
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	52.32	\$ 12,026,118	\$ 13,402,560	Yes	No	No	No		1 of 4
W Burnside Green Loop Crossing	Construction	Portland	Portland	52.21	\$ 3,938,250	\$ 4,389,000	Yes	Yes	No	No		2 of 4
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Project Development	Oregon City	Clackamas County	51.88	\$ 3,832,341	\$ 4,270,970	Yes	No	No	No		1 of 4
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Construction	Clackamas County	Clackamas County	51.1	\$ 7,228,290	\$ 8,055,600	Yes	No	No	No		1 of 4
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construction	Gresham	East Multnomah County	50.9	\$ 9,420,793	\$ 10,499,045	Yes	No	Yes	No		2 of 4
Westside Trail Segment 1 - King City	Construction	King City	Washington County	47.65	\$ 7,841,343	\$ 9,568,610	No	Yes	Yes	No		2 of 4
Outer Halsey and Outer Foster (ITS Signal Improvements)	Construction	Portland	Portland	47.3	\$ 4,416,999	\$ 4,922,544	No	No	No	No		0 of 4
Red Electric Trail East of SW Shattuck Rd	Construction	Portland	Portland	44.78	\$ 7,677,446	\$ 9,176,962	No	Yes	No	No		1 of 4
Smart SW 185th Avenue ITS and Better Bus Project	Construction	Hillsboro	Washington County	44.48	\$ 4,572,738	\$ 5,272,738	No	Yes	Yes	No		2 of 4
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Construction	Sherwood	Washington County	44.14	\$ 8,973,000	\$ 9,960,030	No	Yes	No	No		1 of 4
Lakeview Blvd - Jean Rd to McEwan Rd	Project Development	Lake Oswego	Clackamas County	30.3	\$ 983,000	\$ 1,095,500	No	No	No	No		0 of 4
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project Development	Washington County	Washington County	27.9	\$ 2,593,200	\$ 2,890,000	No	No	No	No		0 of 4



Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Activity	Applicant	Coordinating Committee	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment
						Outcomes Evaluation	Public Comment
						Overall score above 50	Rating above average (4.15)
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	\$ 897,300	\$ 1,000,000	Yes	No
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	\$ 7,577,698	\$ 8,445,000	Yes	Yes
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construction	Gresham	East Multnomah County	\$ 4,067,495	\$ 4,533,038	Yes	No
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	\$ 4,879,517	\$ 5,438,000	Yes	Yes
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	\$ 6,640,700	\$ 7,401,700	Yes	Yes
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	\$ 5,252,300	\$ 6,690,000	Yes	No
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	\$ 7,732,932	\$ 8,618,000	Yes	Yes
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	\$ 6,000,000	\$ 30,334,019	Yes	Yes
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	\$ 8,721,932	\$ 9,720,196	Yes	Yes
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	\$ 4,649,687	\$ 5,181,865	Yes	Yes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	\$ 2,707,217	\$ 3,017,070	Yes	Yes
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	\$ 8,000,000	\$ 26,336,556	Yes	Yes
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	\$ 12,026,118	\$ 13,402,560	Yes	No
W Burnside Green Loop Crossing	Construction	Portland	Portland	\$ 3,938,250	\$ 4,389,000	Yes	Yes
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Project Development	Oregon City	Clackamas County	\$ 3,832,341	\$ 4,270,970	Yes	No
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Construction	Clackamas County	Clackamas County	\$ 7,228,290	\$ 8,055,600	Yes	No
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construction	Gresham	East Multnomah County	\$ 9,420,793	\$ 10,499,045	Yes	No
Westside Trail Segment 1 - King City	Construction	King City	Washington County	\$ 7,841,343	\$ 9,568,610	No	Yes
Outer Halsey and Outer Foster (ITS Signal Improvements)	Construction	Portland	Portland	\$ 4,416,999	\$ 4,922,544	No	No
Red Electric Trail East of SW Shattuck Rd	Construction	Portland	Portland	\$ 7,677,446	\$ 9,176,962	No	Yes
Smart SW 185th Avenue ITS and Better Bus Project	Construction	Hillsboro	Washington County	\$ 4,572,738	\$ 5,272,738	No	Yes
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Construction	Sherwood	Washington County	\$ 8,973,000	\$ 9,960,030	No	Yes
Lakeview Blvd - Jean Rd to McEwan Rd	Project Development	Lake Oswego	Clackamas County	\$ 983,000	\$ 1,095,500	No	No
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project Development	Washington County	Washington County	\$ 2,593,200	\$ 2,890,000	No	No

Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Program Direction							
	Strategic Regional Funding Approach Eligible	Honors Prior Commitments	Funding Leverage		SIP Commitments	Federal Funds Efficeint Use	Multiple Objectives	Program Direction Objectives Total
		<i>Previous RFFA project development allocation</i>	<i>Greater than minimum match</i>	<i>Previous allocation from a different program</i>	<i>CMAQ eligible project</i>	<i>Total Risk Assessment score below average (25.5)</i>	<i>See Outcomes Evaluation</i>	<i>Meets more than half of the objectives</i>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Yes	No	No	No	No	Yes		No
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Yes	No	No	No	Yes	Yes		Yes
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Yes	No	No	No	Yes	Yes		Yes
NE MLK Jr Blvd Safety and Access to Transit	Yes	No	No	No	No	Yes		No
Beaverton Creek Trail: Merlo Road Improvements	Yes	No	No	No	Yes	Yes		Yes
Cedar Mill Better Bus and Access to Transit Enhancements	Yes	No	Yes	Yes	Yes	Yes		Yes
NE Prescott St: 82nd Ave Multimodal Safety and Access	Yes	No	No	No	Yes	Yes		Yes
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Yes	No	Yes	Yes	Yes	No		Yes
Gladstone Historic Trolley Trail Bridge Construction	Yes	Yes	No	Yes	Yes	No		Yes
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Yes	No	No	No	Yes	Yes		Yes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Yes	No	No	No	No	Yes		No
North Dakota Street (Fanno Creek) Bridge Replacement	Yes	No	Yes	Yes	Yes	No		Yes
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	No	No	No	No	No	No		No
W Burnside Green Loop Crossing	Yes	No	No	No	Yes	Yes		Yes
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Yes	No	No	No	No	Yes		No
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Yes	No	No	No	Yes	No		No
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Yes	No	No	No	Yes	Yes		Yes
Westside Trail Segment 1 - King City	Yes	No	Yes	Yes	Yes	Yes		Yes
Outer Halsey and Outer Foster (ITS Signal Improvements)	Yes	No	No	No	Yes	Yes		No
Red Electric Trail East of SW Shattuck Rd	Yes	No	Yes	No	Yes	Yes		Yes
Smart SW 185th Avenue ITS and Better Bus Project	Yes	No	Yes	No	Yes	Yes		Yes
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Yes	No	No	No	Yes	No		No
Lakeview Blvd - Jean Rd to McEwan Rd	Yes	No	No	No	No	Yes		No
SW 175th Design: SW Condor Lane to SW Kemmer Road	Yes	No	No	No	No	Yes		No

Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Concepts Input					Package Objectives	
	Complementary Project to Larger or Adjacent Capital Project	Limited Local Funding Sources	Economic Development Potential	Project Readiness	Concepts Total	Project Pipeline	Investment Across the Region
		<i>RFFA most accessible transportation funding source</i>	<i>Thriving Economy score above average (50)</i>	<i>Project Management Risk Assessment score at or below average (8)</i>	<i>Meets more than half of the concepts subcomponents</i>	<i>N/A - Package Criteria</i>	<i>N/A - Package Criteria</i>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	No	No	Yes	No	No		
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Yes	No	Yes	Yes	Yes		
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Yes	No	Yes	Yes	Yes		
NE MLK Jr Blvd Safety and Access to Transit	No	No	Yes	Yes	No		
Beaverton Creek Trail: Merlo Road Improvements	No	Yes	No	No	No		
Cedar Mill Better Bus and Access to Transit Enhancements	No	No	No	Yes	No		
NE Prescott St: 82nd Ave Multimodal Safety and Access	Yes	No	No	Yes	No		
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	No	Yes	No	Yes	No		
Gladstone Historic Trolley Trail Bridge Construction	No	Yes	No	No	No		
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	No	No	No	Yes	No		
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	No	Yes	Yes	Yes	Yes		
North Dakota Street (Fanno Creek) Bridge Replacement	Yes	No	No	Yes	No		
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Yes	No	Yes	No	No		
W Burnside Green Loop Crossing	No	No	Yes	Yes	No		
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	No	Yes	No	Yes	No		
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Yes	No	Yes	No	No		
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	No	No	No	Yes	No		
Westside Trail Segment 1 - King City	No	Yes	No	Yes	No		
Outer Halsey and Outer Foster (ITS Signal Improvements)	No	No	Yes	Yes	No		
Red Electric Trail East of SW Shattuck Rd	No	Yes	No	No	No		
Smart SW 185th Avenue ITS and Better Bus Project	No	No	No	Yes	No		
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	No	Yes	No	No	No		
Lakeview Blvd - Jean Rd to McEwan Rd	No	No	No	No	No		
SW 175th Design: SW Condor Lane to SW Kemmer Road	No	No	No	Yes	No		

28-30 Regional Flexible Fund Step 2 - Allocation Package Option 1

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construction	Gresham	East Multnomah	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No	
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No	
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No	
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes	

28-30 Regional Flexible Fund Step 2 - Allocation Package Option 2

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No	
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	54.62	\$ 4,649,687	\$ 5,181,865	Yes	Yes	Yes	No	
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	52.32	\$ 12,026,118	\$ 13,402,560	Yes	No	No	No	
				Total	\$ 48,203,530						

28-30 Regional Flexible Funds Step 2 - Allocation Package Option 3											
Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No	
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	60	\$ 6,640,700	\$ 7,401,700	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No	
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	52.34	\$ 8,000,000	\$ 26,336,556	Yes	Yes	Yes	No	
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes	
				Total	\$ 49,491,859						

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$142	)	RESOLUTION NO. 25-XXXX
MILLION OF REGIONAL FLEXIBLE FUNDING	)	
FOR THE YEARS 2028-2030, PENDING	)	Introduced by Chief Operating Officer
ADOPTION OF THE 2027-2030 MTIP	)	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) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

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

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process to Region-wide Program Investments and Capital Project Investments for funding 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; and

WHEREAS, the Metro Council and JPACT have committed by Metro Resolution No. 24-5415 to the allocation of \$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 and as shown in Exhibit A; and

WHEREAS, as adopted by Metro Resolution No. 24-5415, the Metro Council and JPACT directed Metro staff to develop a new Regional Flexible Fund bond proposals with an expanded focus on transit and is as part of Metro Resolution No. 25-XXXX; and

WHEREAS, pending action on Metro Resolution 25-XXXX, the remaining 2028-2030 Regional Flexible Funds are for Capital Project Investments as known as Step 2; and

WHEREAS, criteria used to select projects for the 2028-2030 RFFA Step 2 followed policy direction adopted by Metro Council in the 2023 Regional Transportation Plan by Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2023 RTP directed the region to invest in transportation projects which advance five goal areas: equitable transportation, safe system, climate action and resilience, mobility options and thriving economy; and

WHEREAS, in addition to the 2023 RTP direction, the allocation of Regional Flexible Funds for Capital Projects Investments meet the adopted objectives of Metro Resolution 24-5415, the public comments received on the proposed capital investments, and local prioritization; and

WHEREAS, TPAC and JPACT provided additional input of considerations aside from the RTP goals which include prioritizing projects with other committed funding, considering small jurisdictions ability to secure other funding sources, continue to invest in project development to develop a pipeline of projects, leverage adjacent investments funded through Resolution 25-XXXX (Step 1A.1 bond proposal), and economic development potential; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between March 26 and April 30, 2025, and is summarized in Exhibit C, attached to this resolution; and

WHEREAS, TPAC considered the list of projects and programs recommended for funding by Metro staff, and recommended JPACT forward that list to the Metro Council for adoption; and

WHEREAS, JPACT considered the list of projects and programs recommended by TPAC, attached as Exhibit A, to the Metro Council for adoption with a recommendation to allocate funding consistent with RTP policy direction and the 2028-2030 RFFA Program Direction, and in consideration of local prioritization processes and public comments; and

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

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

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the programs and projects to be funded through the 2028-2030 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 31<sup>st</sup> day of July, 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



2028-2030 Regional Flexible Funds Allocation  
Exhibit A to Resolution No: 25-XXXX

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
To Be Determined			
Step 2 Total:			\$ -

Total 2028-2030 RFFA: \$ 92,337,784
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## **2028-2030 RECOMMENDED REGIONAL FLEXIBLE FUND 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. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to Regional Flexible Fund-awarded projects: 1) conditions which address all projects; and 2) project-specific conditions.

The conditions for all projects outline expectations pertaining to the use of funds, project delivery, process, etc. 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 Regional Flexible Funds awarded, any remaining Regional Flexible Funds for that project shall revert back to Metro to the regional pool for the 2031-2033 Regional Flexible Fund allocation, to be distributed among the region, per the RFFA Program Direction. Or the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation of the funds per the Metropolitan Transportation Improvement Program (MTIP) amendment process. Reallocation may necessitate JPACT and Metro Council approval.
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. It is understood by the project sponsor/local jurisdiction that Metro and the Regional Flexible Fund program does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2028-2030 RFFA. Changes in project scopes, schedules, and budget must be requested and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (Please see 2024-2027 MTIP Administration section.) Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the [Designing Livable Streets and Trails Guide](https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails)<sup>1</sup> (Metro; 3<sup>rd</sup> 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

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<sup>1</sup> <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

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.

5. All projects will update local network maps and provide relevant network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all bicycle and pedestrian projects will implement sufficient wayfinding signage consistent with Metro sign guidelines (Ex. [Metro's Intertwine Design Guidelines](#).)<sup>2</sup> and the Manual on Uniform Traffic Control Devices.
6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult [ODOT's ITS compliance checklist](#).<sup>3</sup>
7. All projects implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
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. Grantee will 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. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will carry out public involvement processes that meet federal Title VI and environmental justice 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 the [Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist](#).<sup>4</sup>
10. All projects will implement transportation demand management 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.
11. All projects are expected to measure the progress and performance of the RFFA-funded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into

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<sup>2</sup> <https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf>.

<sup>3</sup> <https://www.oregon.gov/odot/Maintenance/Documents/ITS-QualityPlan.pdf>

<sup>4</sup> [http://www.oregonmetro.gov/sites/default/files/final\\_draft\\_public\\_engagement\\_guide\\_112113.pdf](http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)

the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.

12. Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project. Such agencies will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre-Preliminary Engineering or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, 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 and programs:**

To be developed as part of the July 2025 committee materials.



# 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](http://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](http://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](http://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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Appendix A: Notices and invitations to participate

Appendix B: Comments received, email

Appendix C: Comments received, mailed letters and phone calls

Appendix D: Public testimony

Appendix E: Comments received, online comment survey

Appendix F: 2028-2030 RFFA applicant community involvement application questions



## 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.

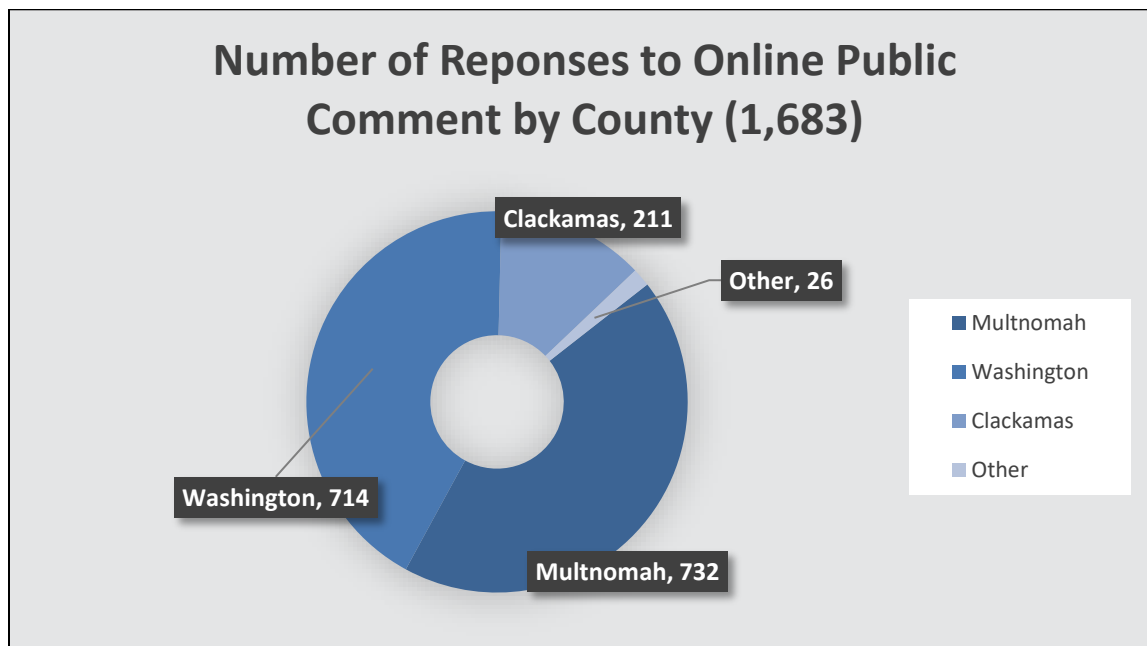
During this public comment period:

- 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](https://www.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](mailto:transportation@oregonmetro.gov) or [rffa@oregonmetro.gov](mailto: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.

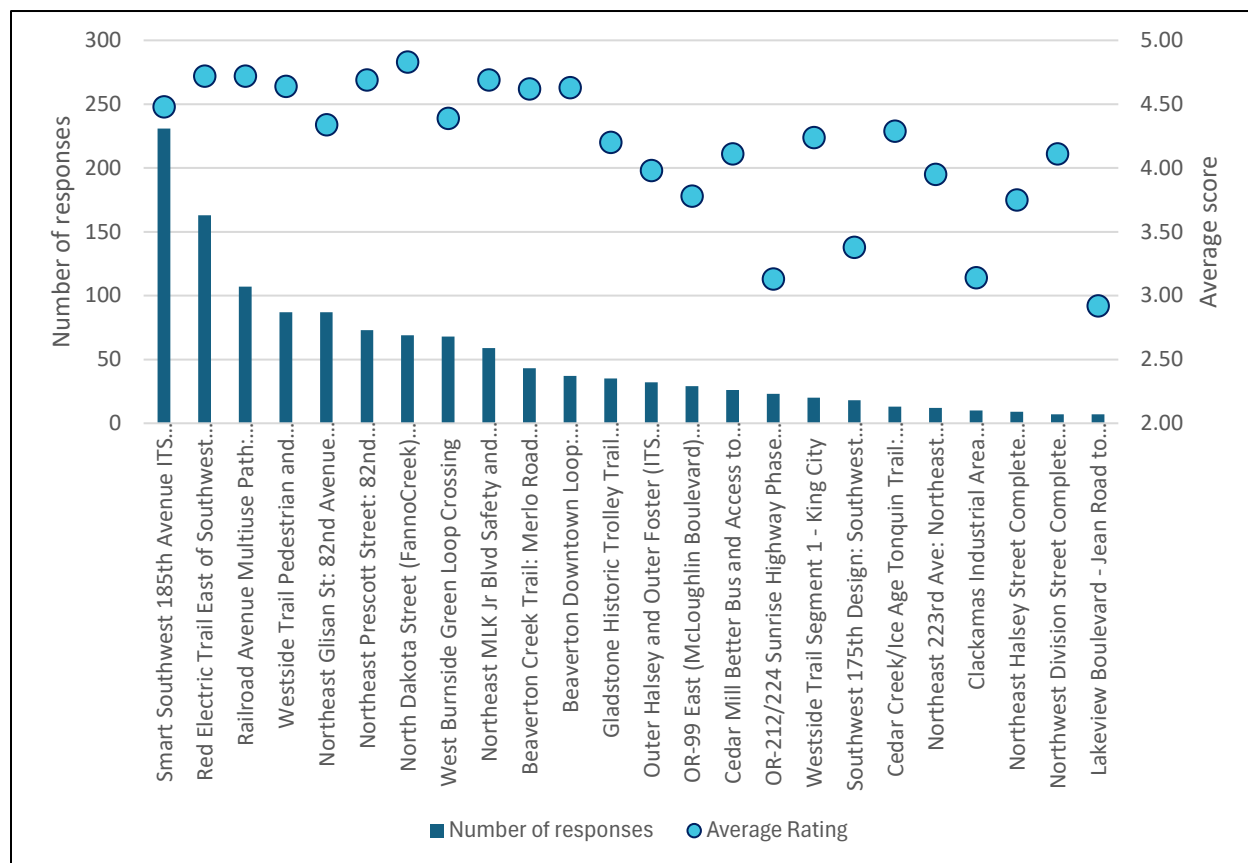
For the full text of these comments, see Appendices B through E.

### 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.

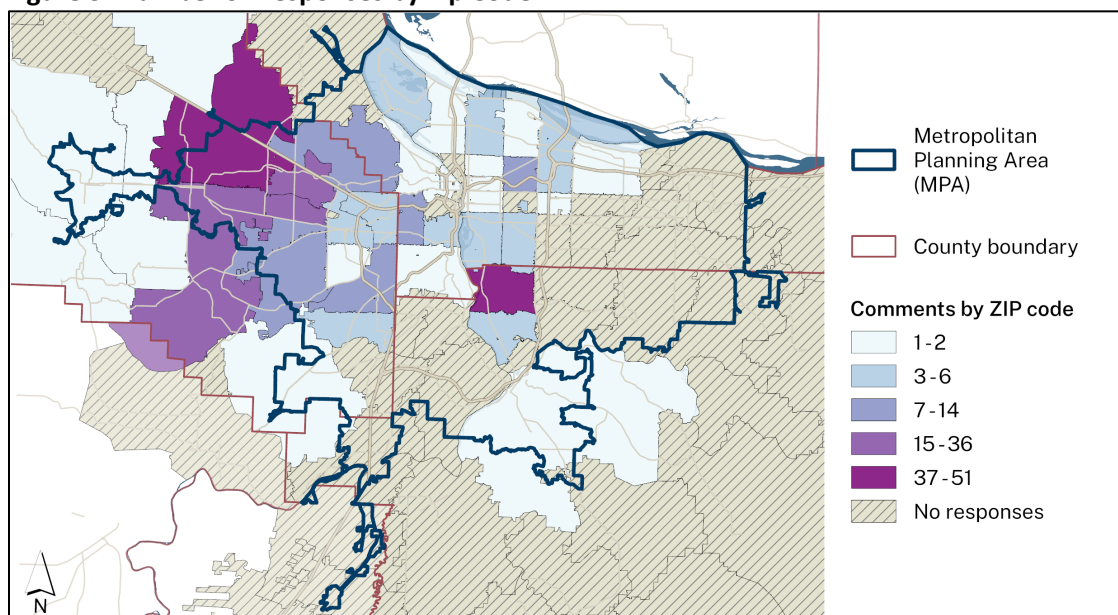
## ONLINE TOOL PARTICIPANTS

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)**

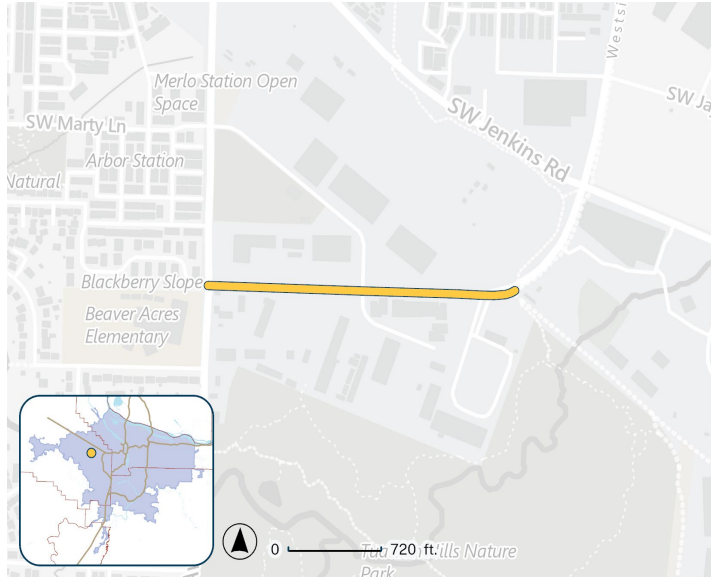
<b>Age</b>	<b>Survey Percent*</b>
18-24	2%
25-34	14%
35-44	25%
45-54	19%
55-64	12%
65-74	15%
75+	6%
Prefer not to answer	7%

**Table 5. Disability (328 respondents)**

	<b>Survey Percent*</b>
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



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.”

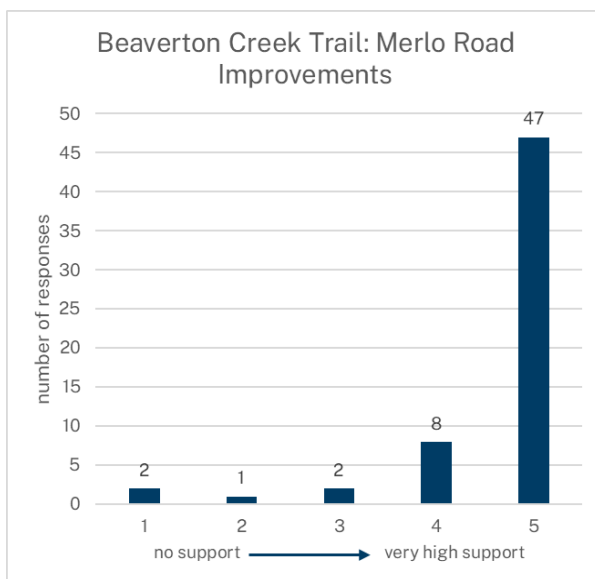
“Merlo Station...has a lot of students who take transit, including young parents with their children. Anything we can do to make this road safer for them is a plus.”

Number of letter, email and voice mail comments: 0

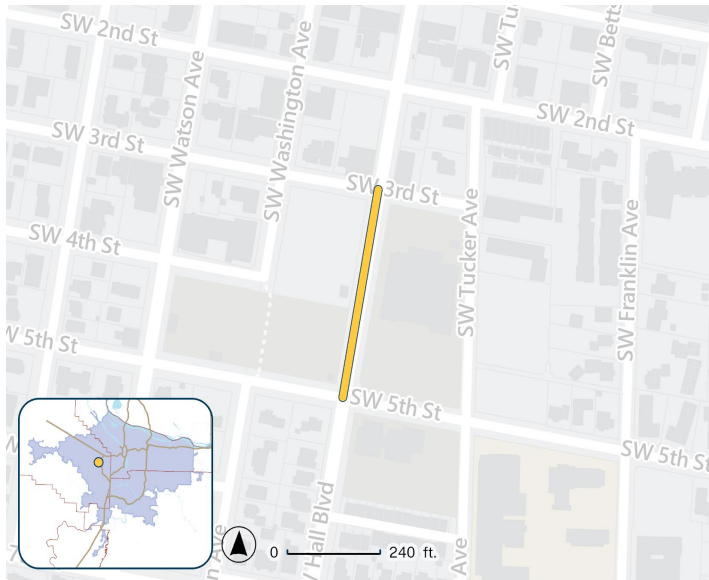
Total number of project rating responses: 60

Average project rating: 4.6

Number of online survey written comments: 43



**Beaverton Downtown Loop: Southwest Hall Boulevard – 3rd Street to 5th Street | Beaverton | \$4,649,687**

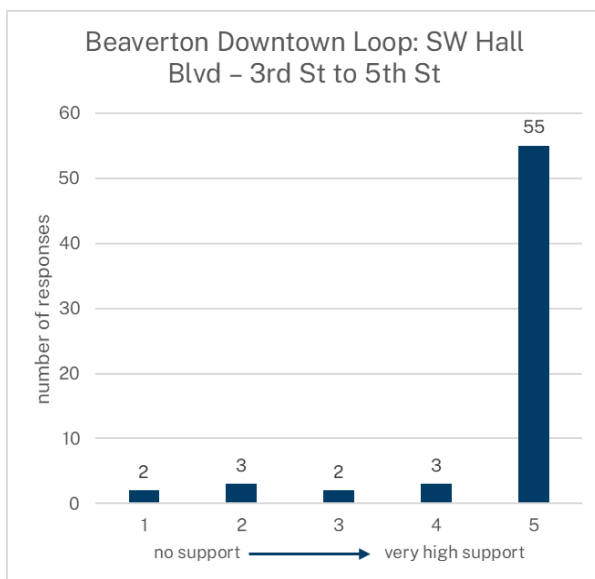


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 65

Average project rating: 4.6

Number of online survey written comments: 37

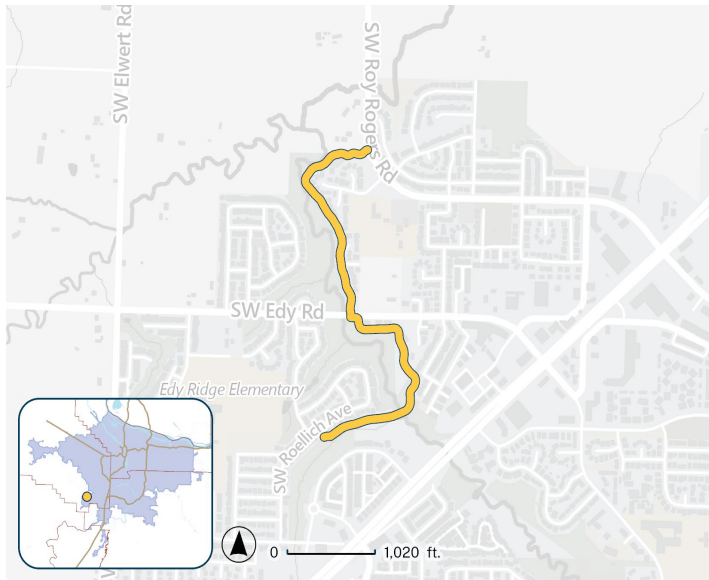


Comments were mostly supportive. Commenters appreciated the safety, accessibility and economic benefits, with some concern over project cost and how to implement it.

“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

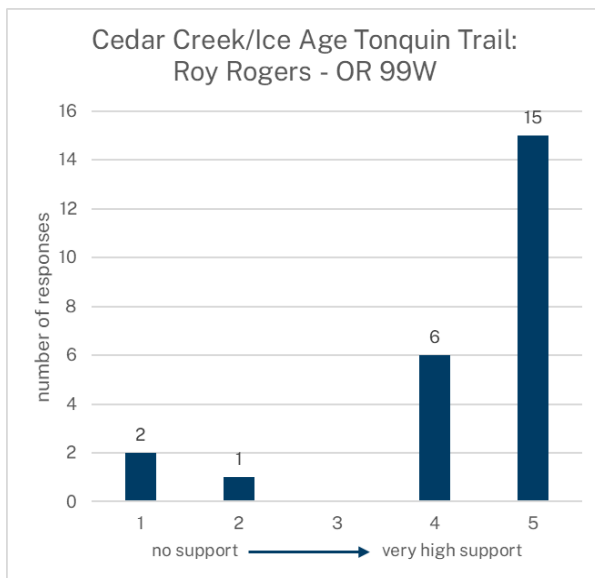


Number of letter, email and voice mail comments: 0

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.

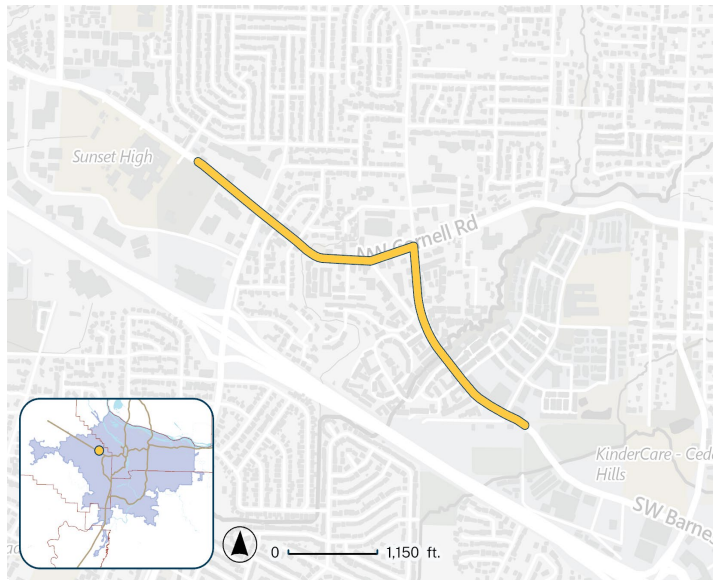
“What makes THIS project GREAT is that it connects with two other off road trails, lengthening the opportunity for people to really get out and walk a good distance off road.”

“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

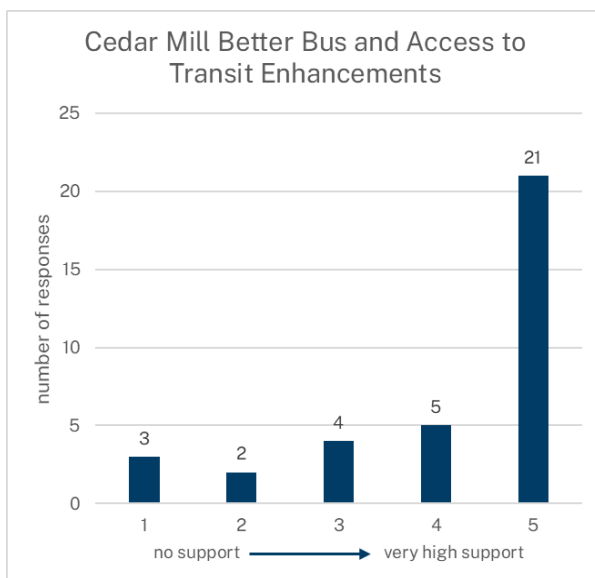


Number of letter, email and voice mail comments: 1

Total number of project rating responses: 35

Average project rating: 4.1

Number of online survey written comments: 26

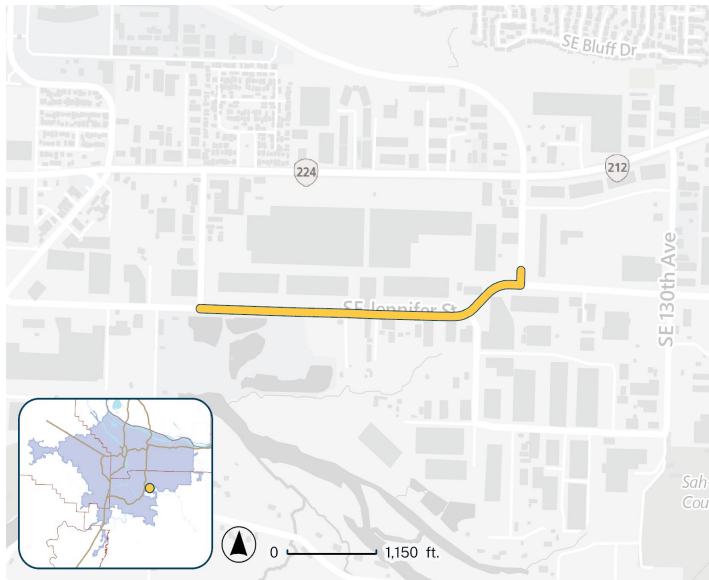


Comments were mostly positive, noting the need for improved transit infrastructure and improvements in public transit service. There were concerns about traffic and congestion for all modes.

“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

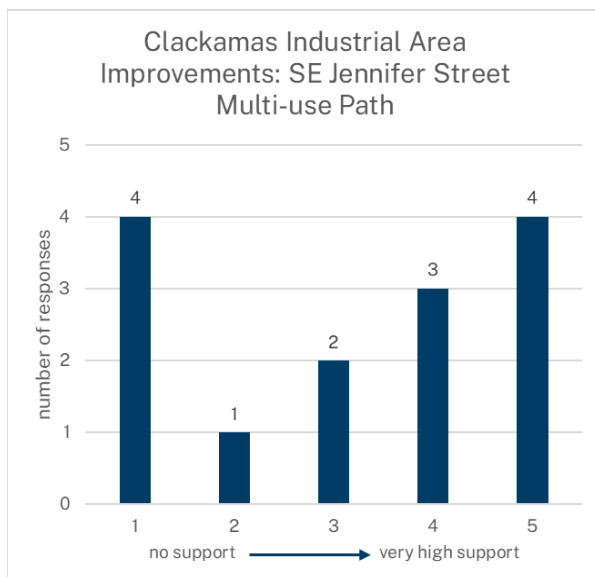


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 14

Average project rating: 3.14

Number of online survey written comments: 10



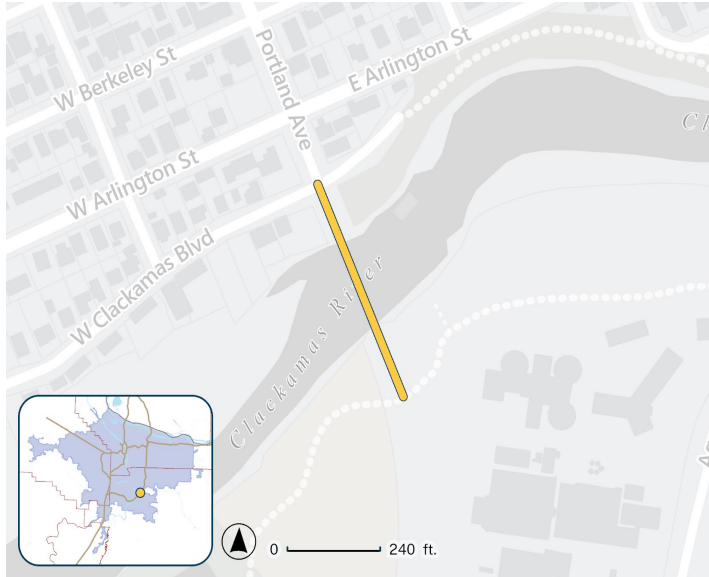
Comments were mixed with concerns of project prioritization and a lack of connectivity to the proposed infrastructure.

“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

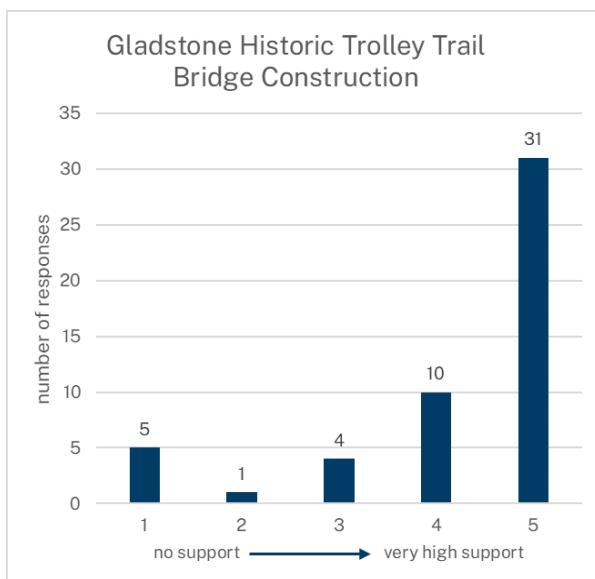


Number of letter, email and voice mail comments: 0

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.

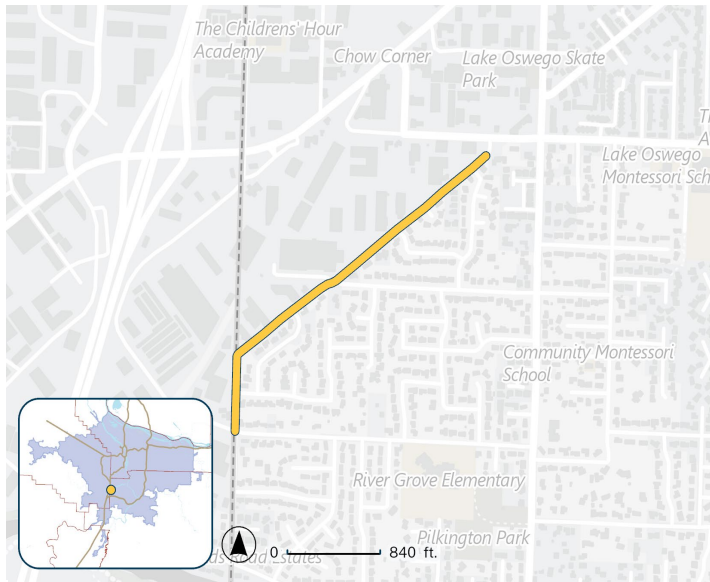
“I would appreciate this bridge as a local resident, but I'm not certain how necessary it is given that there is another bike/ped bridge a few blocks away.”

“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

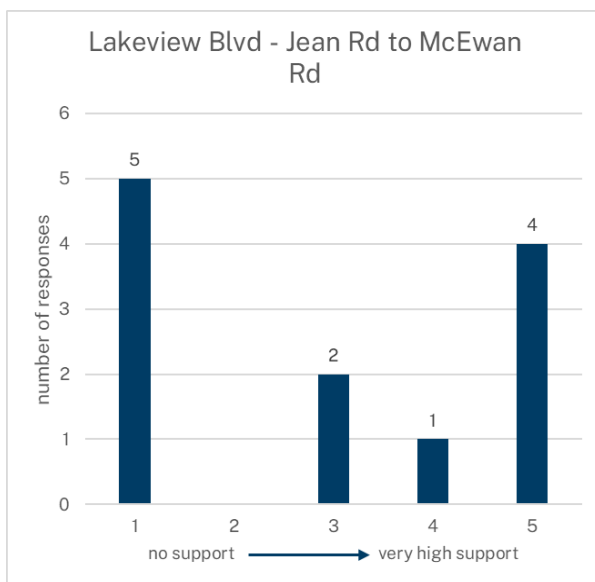


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 12

Average project rating: 2.92

Number of online survey written comments: 7



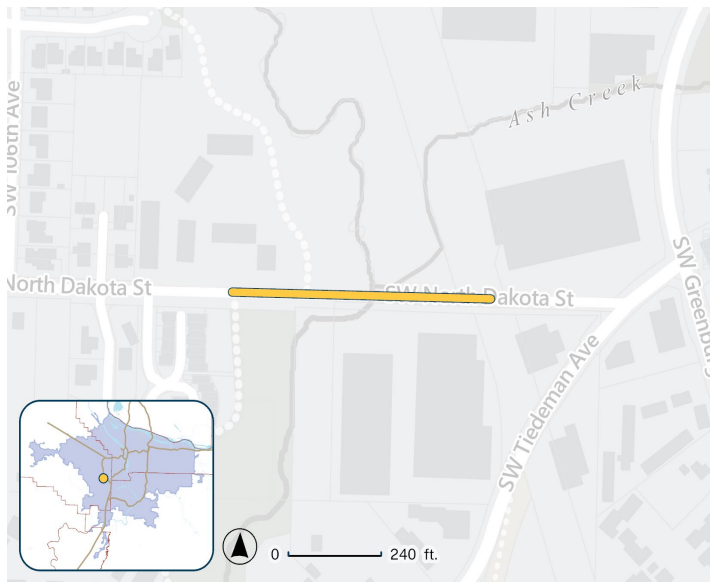
Sentiment was mixed. The benefits of the project were acknowledged with concern about project prioritization.

“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

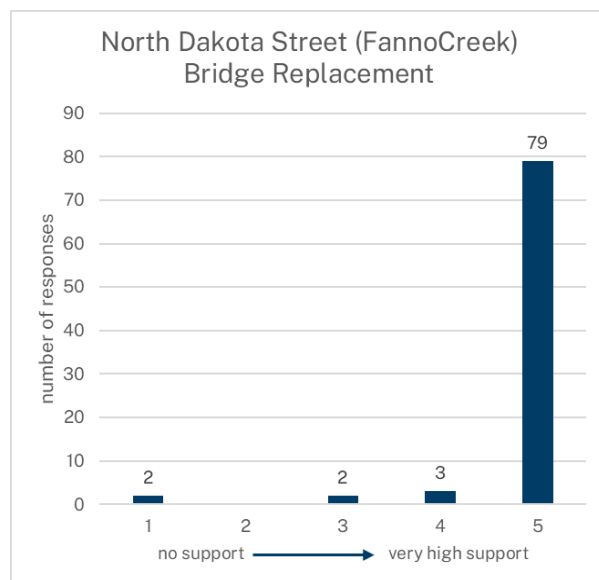


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 89

Average project rating: 4.8

Number of online survey written comments: 69

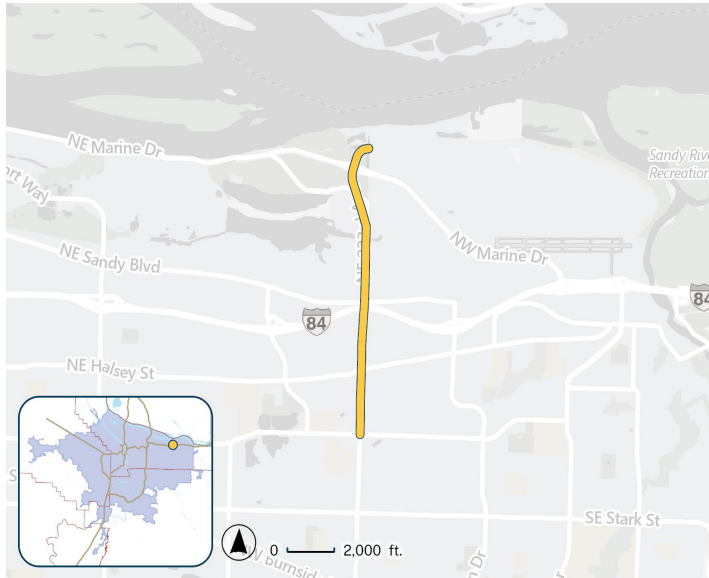


Comments are overwhelmingly supportive, emphasizing the heavy use of this narrow bridge. Safety for commuters for all modes was a theme.

“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

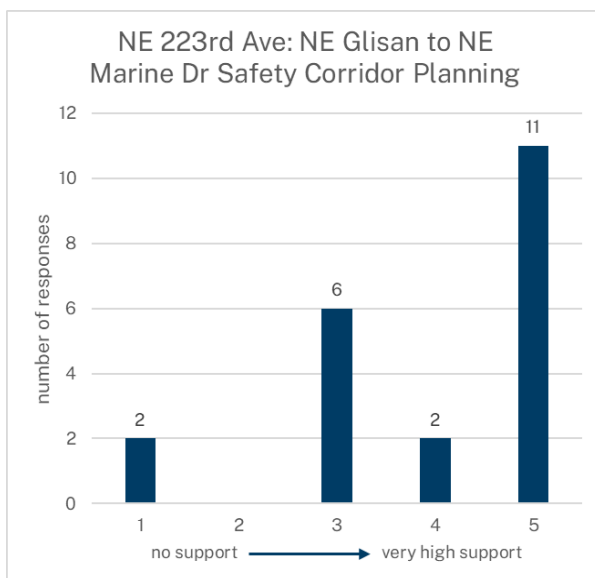


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 21

Number of online survey written comments: 12

Average project rating: 4.0



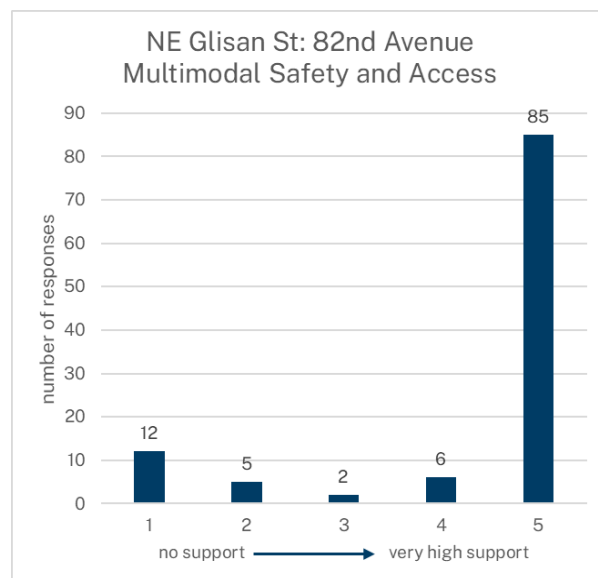
Comments were mostly supportive and overwhelmingly focused on safety for bicyclists and pedestrians.

“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.”

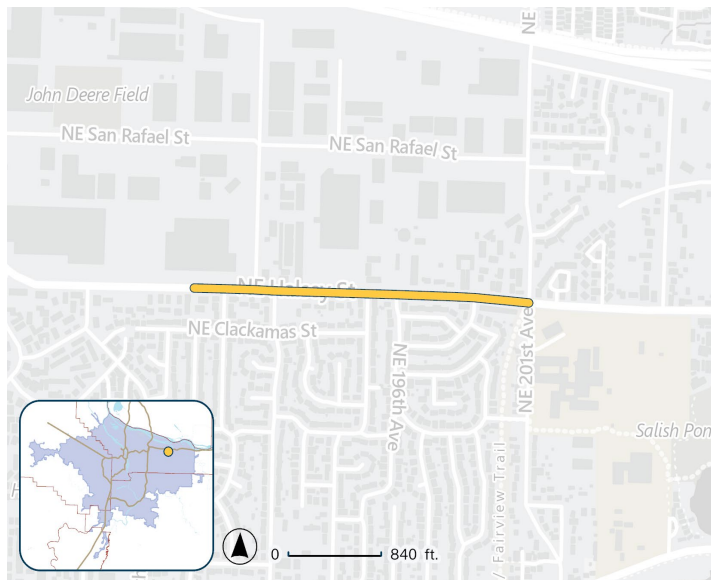
“People are having to walk in the road! Please fund this project.”

Number of online survey written comments: 87



“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

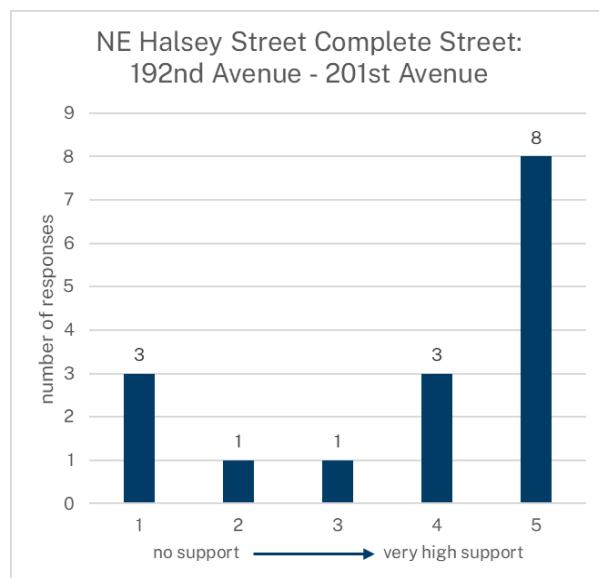


Number of letter, email and voice mail comments: 0

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.”

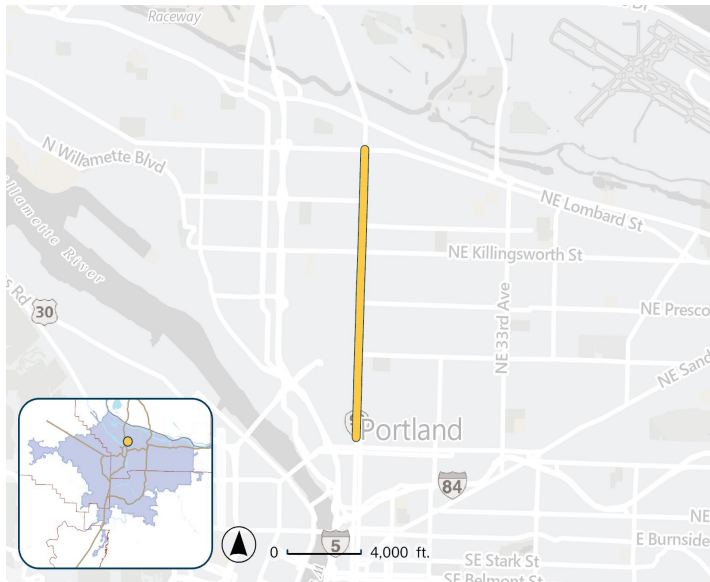
“This is a massive amount of money for a small amount of impact. There is not good connectivity in this area so what is the point of all this work?”

“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

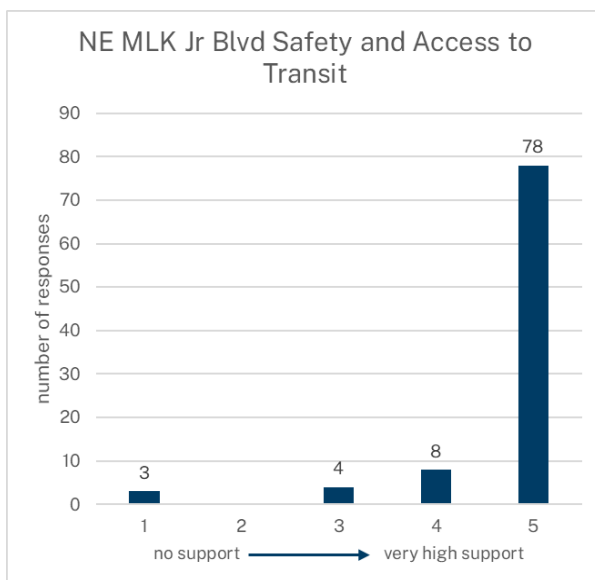


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 93

Average project rating: 4.7

Number of online survey written comments: 59

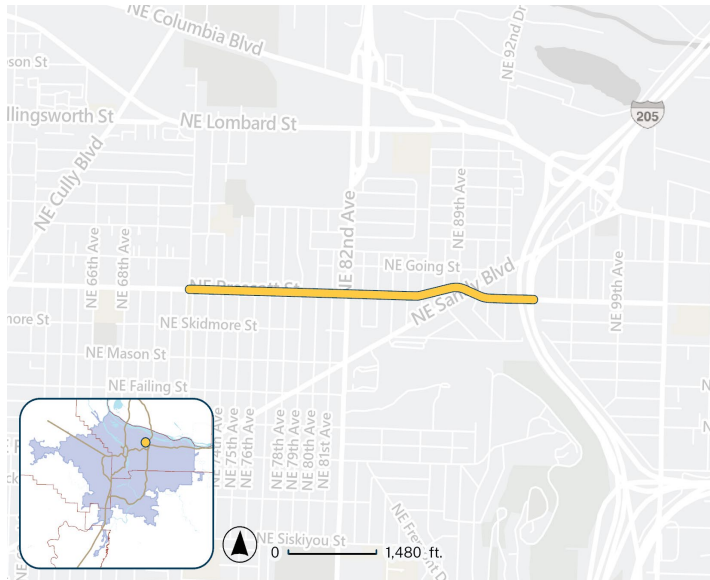


The majority of comments were supportive. Comments frequently touched on the need for safer crossing and reduced vehicle speeds.

“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

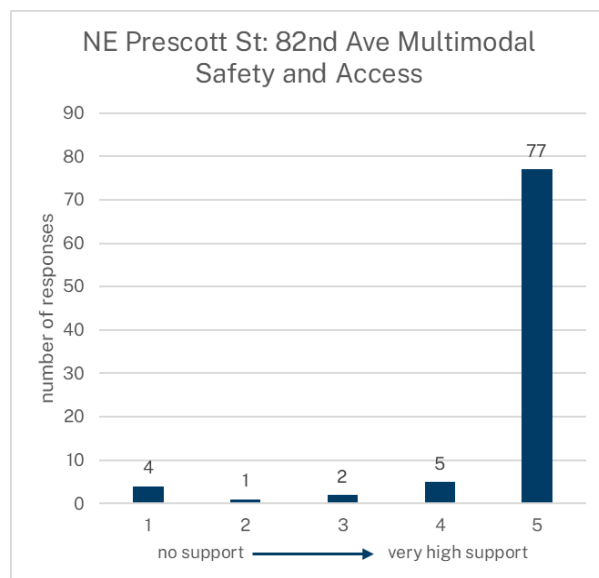


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 89

Average project rating: 4.7

Number of online survey written comments: 73



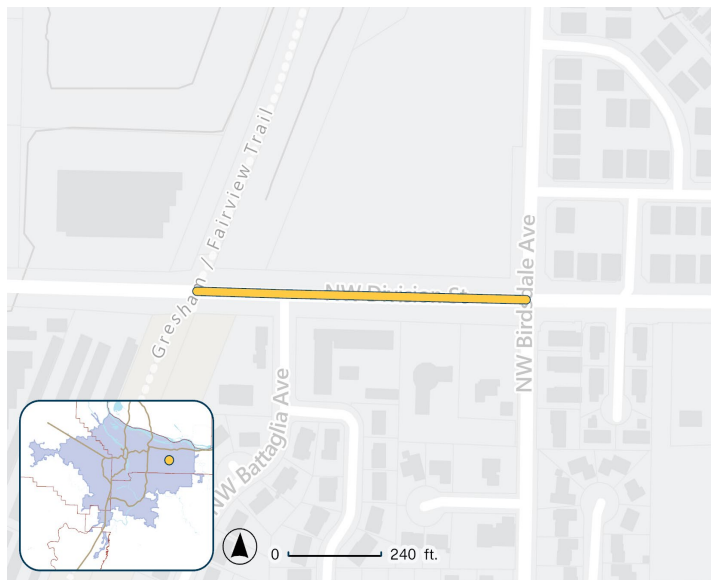
The majority of comments were positive, emphasizing bicycle safety, traffic calming, connectivity and the need for sidewalk infill.

“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

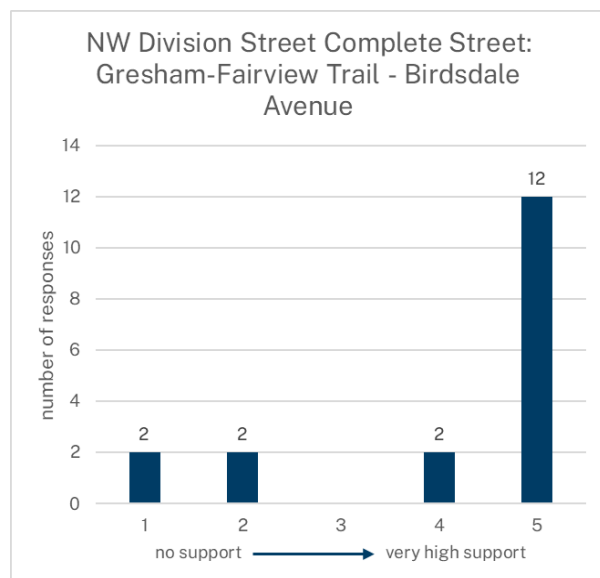


Number of letter, email and voice mail comments: 0

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.”

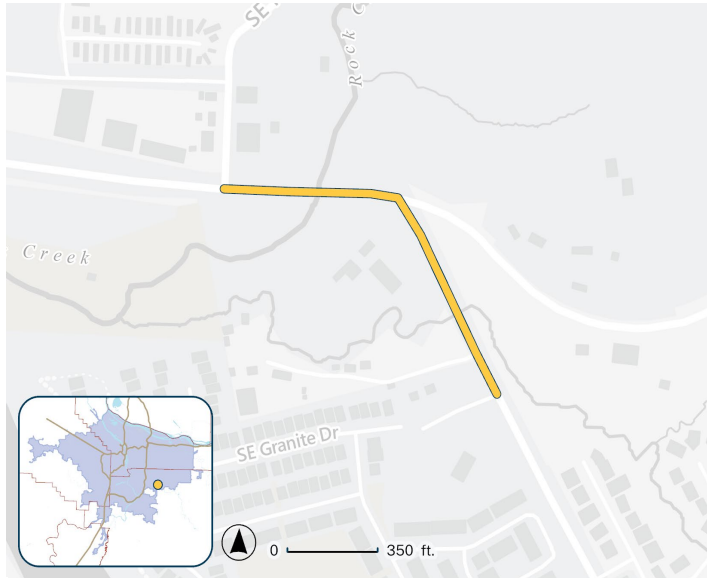
“Makes life safer for those outside of a car, makes our planet healthier, makes our communities more economically resilient.”

“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

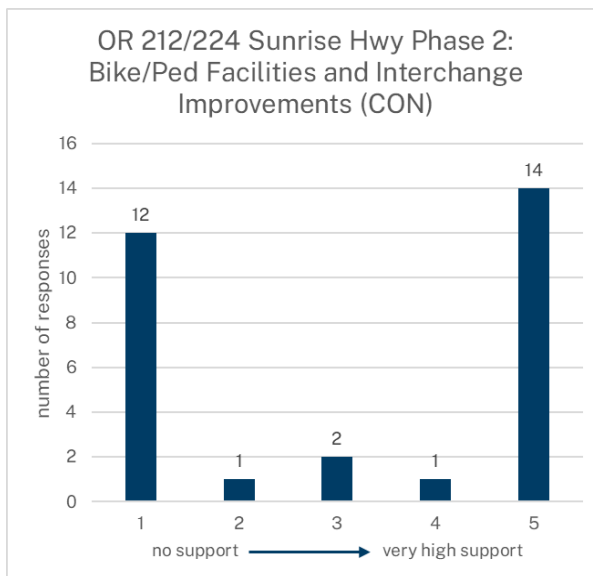


Number of letter, email and voice mail comments: 0

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.”

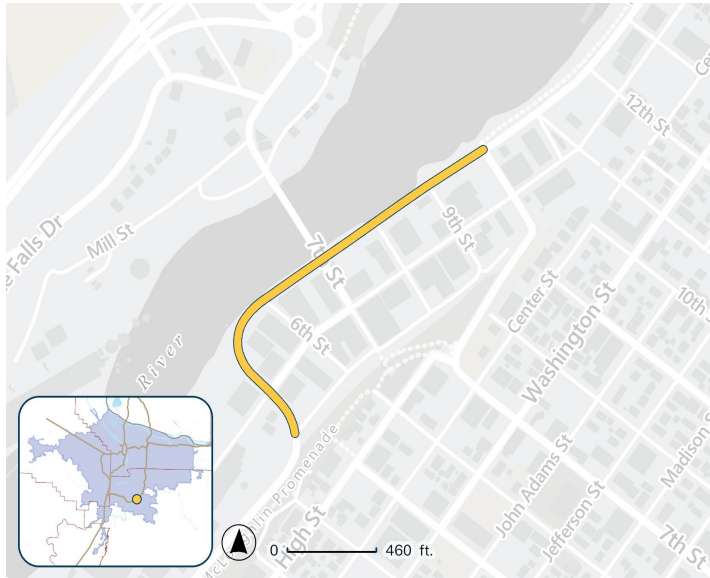
“Very dangerous intersection that is car-centric...very helpful for the thousands of residents in the area. It's the only connection between the commercial area and the many neighborhoods to the south of the intersection”

“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

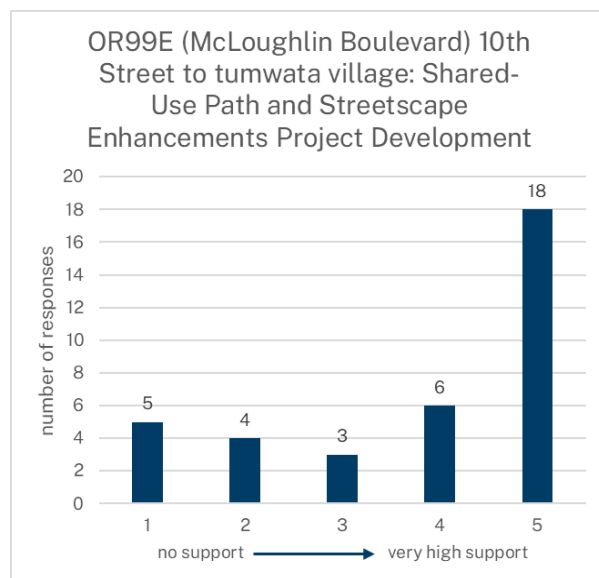


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 36

Average project rating: 3.78

Number of online survey written comments: 29

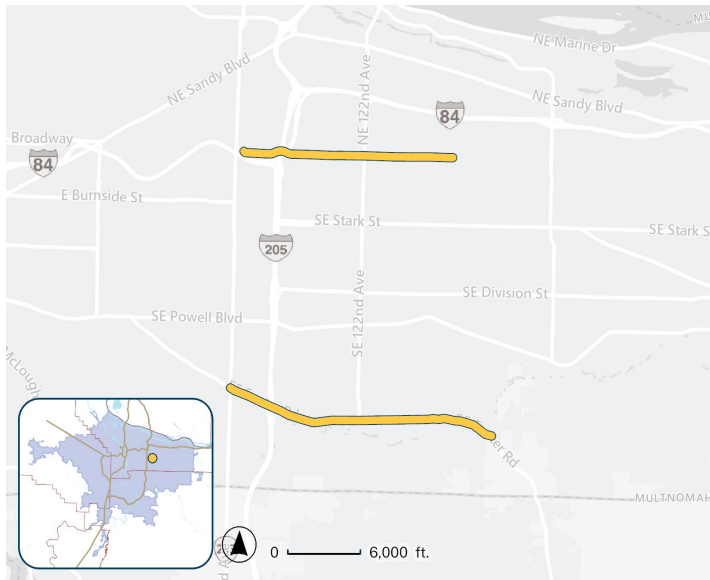


Comments were mostly positive, noting safety, economic significance and benefit to tribes. There was some concern about impact on the environment.

“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

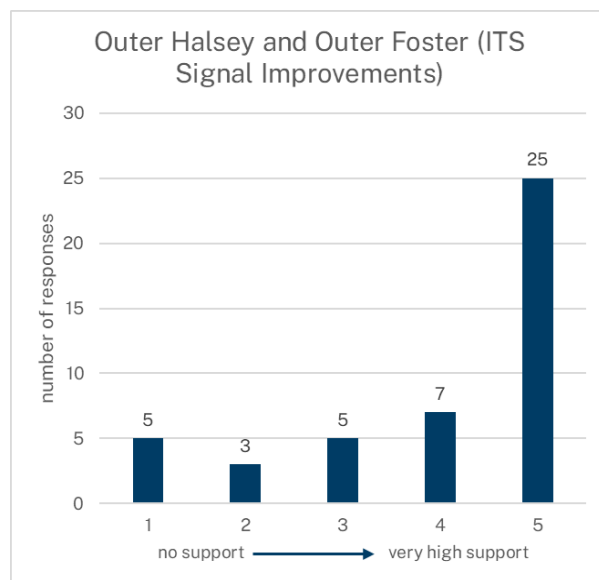


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 45

Average project rating: 4

Number of online survey written comments: 32



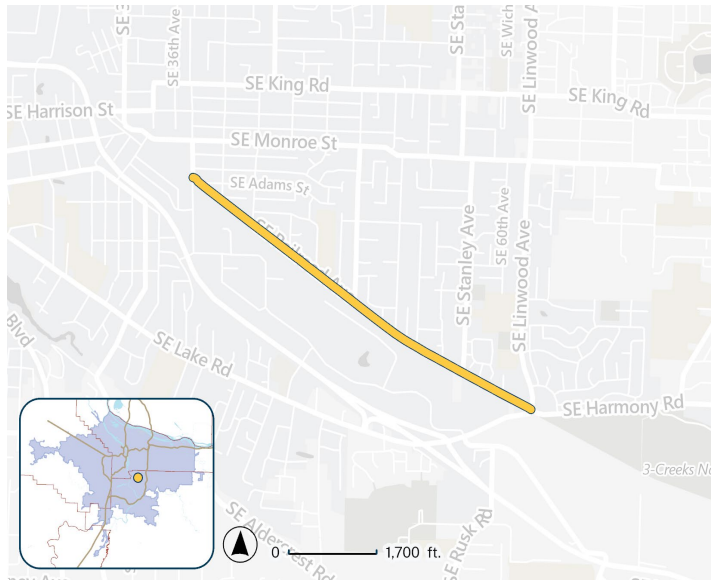
Comments are mostly positive, the need for traffic management in order to enhance pedestrian safety and support transit is clear.

“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 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

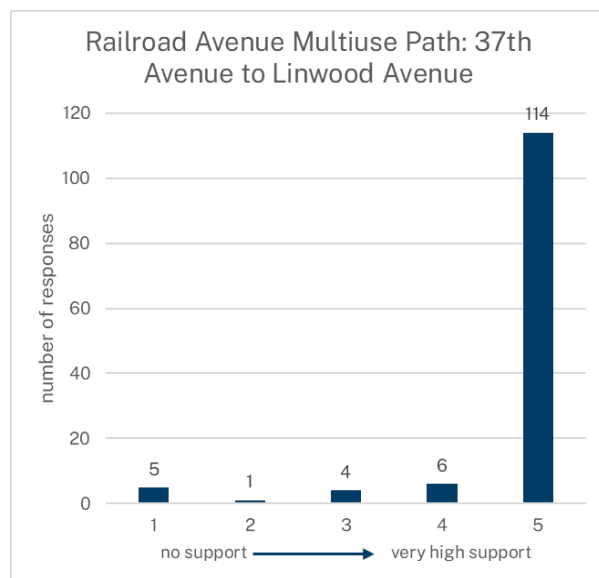


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 130

Average project rating: 4.7

Number of online survey written comments: 107

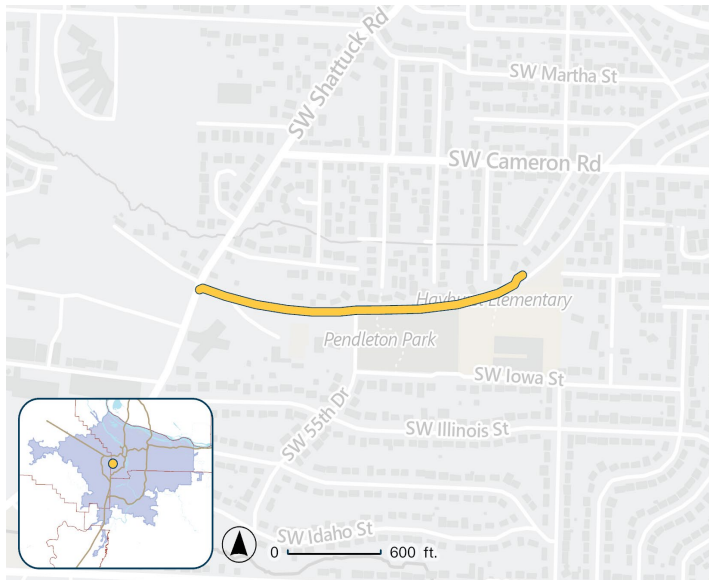


The majority of comments are supportive and enthusiastic about improving connectivity. Concerns were about further delaying traffic as well as the project cost.

“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

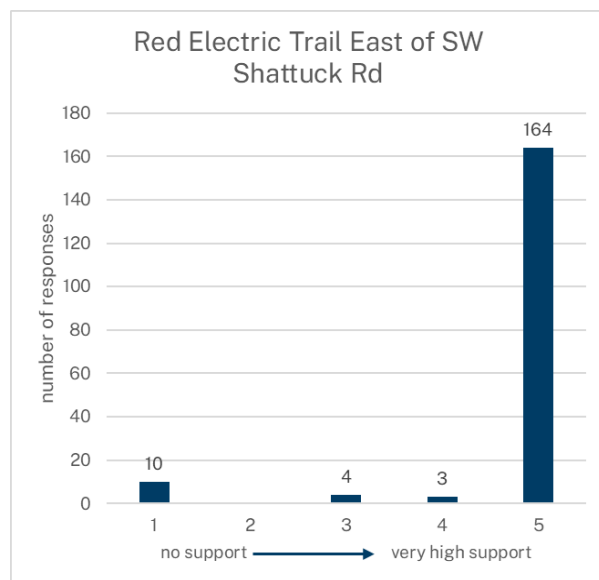


Number of letter, email and voice mail comments: 1

Total number of project rating responses: 181

Average project rating: 4.7

Number of online survey written comments: 163



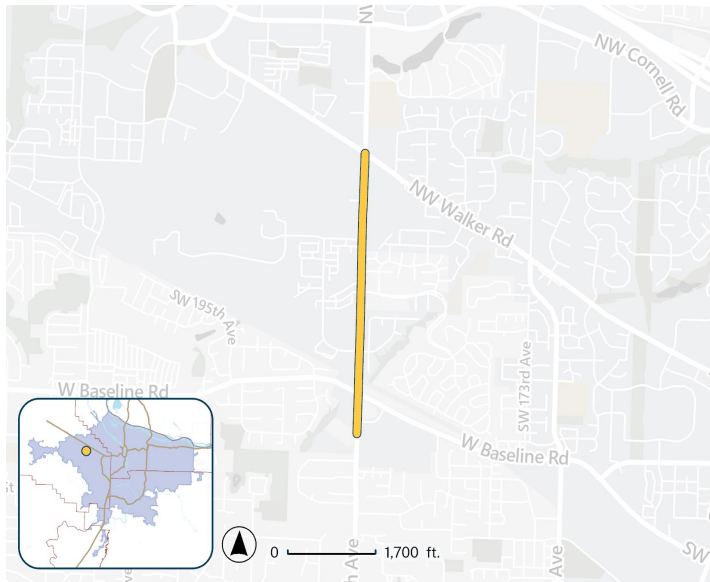
The majority of comments are supportive with concerns coming from residents who live near the proposed trail or see downsides to greater access to schools and parks. There was general support for safety and accessibility, community connectivity and active transportation.

“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

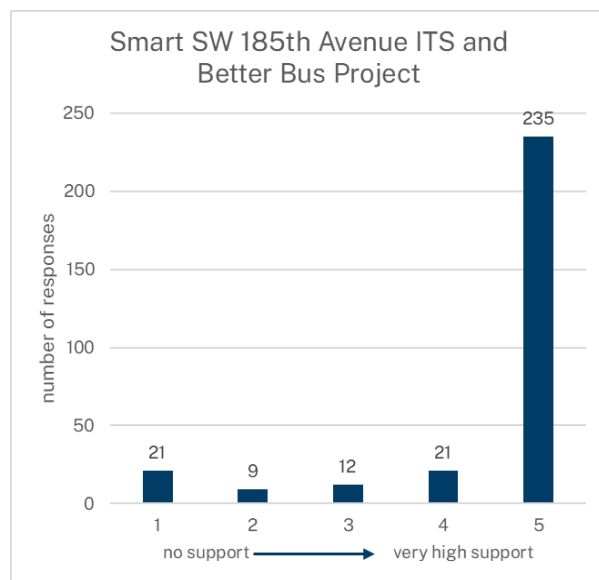


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 298

Average project rating: 4.5

Number of online survey written comments: 231



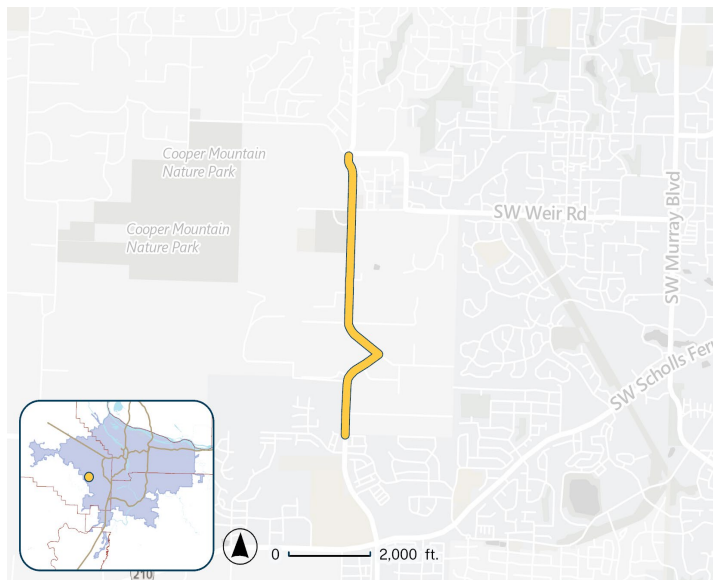
Comments were mostly positive, highlighting traffic congestion and safety and the effect of the MAX on traffic. There was mixed sentiment on using artificial intelligence (AI) in traffic management.

“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

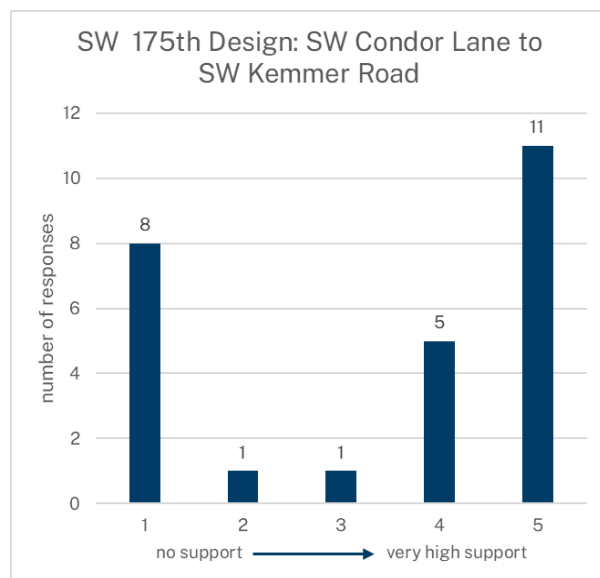


Number of letter, email and voice mail comments: 0

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.

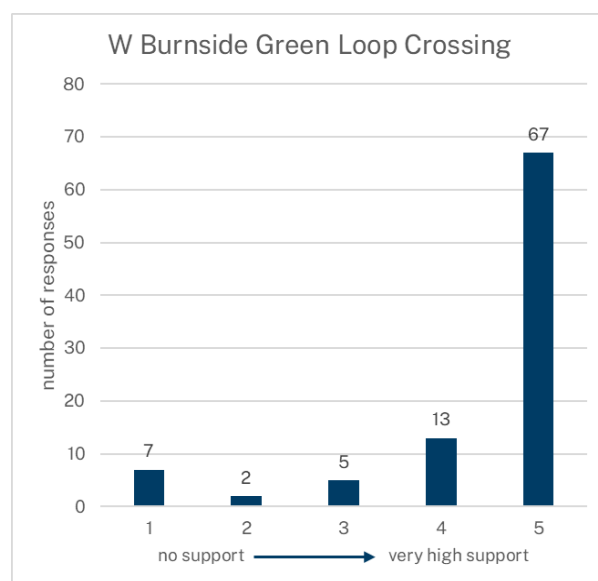
“Straight roads encourage people to drive fast. I'd prefer to leave this turn in there to force people drive slower.”

“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.”



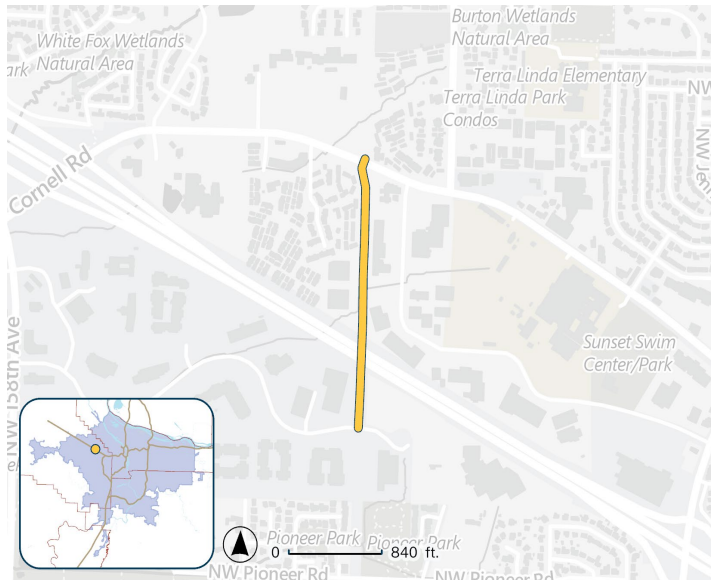
Number of online survey written comments: 68



“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

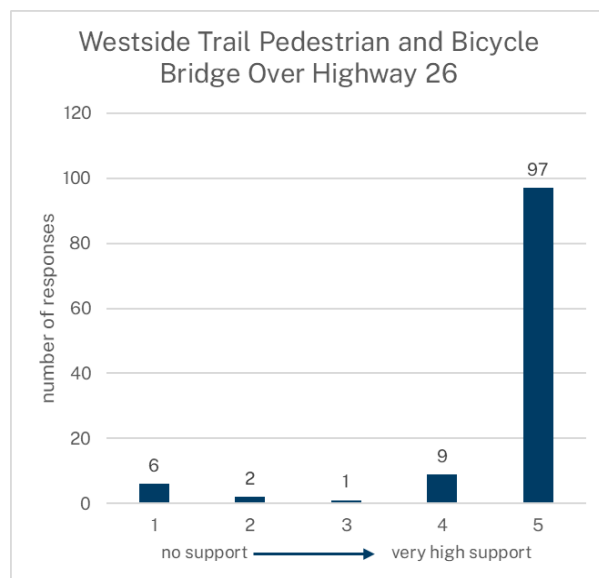


Number of letter, email and voice mail comments: 0

Total number of project rating responses: 115

Average project rating: 4.6

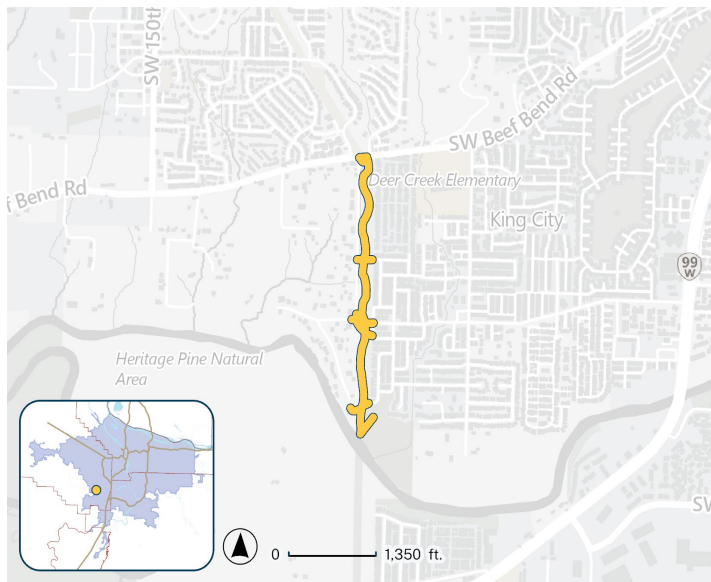
Number of online survey written comments: 87



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

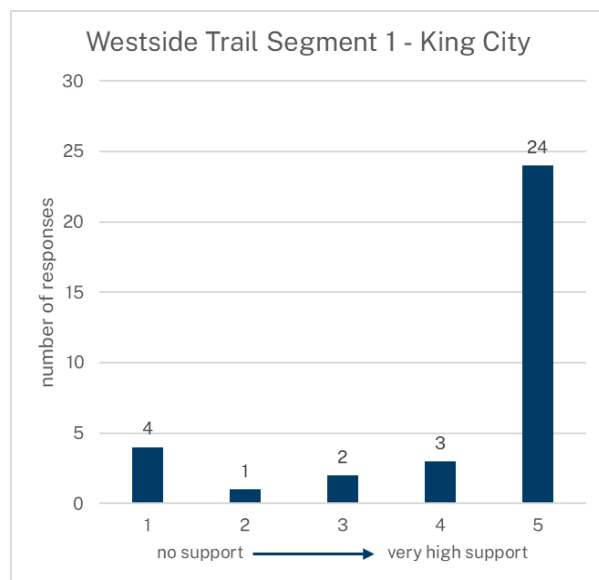


Number of letter, email and voice mail comments: 1

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.

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