

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, March 20, 2025

7:30 AM

Metro Regional Center, Council chamber,  
<https://zoom.us/j/91720995437> Webinar  
ID: 917 2099 5437 or 877 853 5257 (toll  
free)

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### 1. Call To Order, Declaration of a Quorum & Introductions (7:30AM)

This meeting will be held electronically and in person at the Metro Regional Center. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 877 853 5257 (toll free)

### 2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### 3. Updates From the JPACT Chair (7:50AM)

Updates from the JPACT Chair

[COM](#)  
[25-0901](#)

Attachments: [2024 Annual Compliance Report](#)  
[SMART Comments on JPACT Representation](#)  
[RFFA Step 2 Outcomes Eval/Risk Assessment Draft](#)  
[RFFA Step 2 Outcomes Eval Draft Report](#)  
[RFFA Step 2 Technical Memorandum 28-30 Risk Assessment](#)  
[RFFA Step 2 Appendix 1](#)  
[RFFA Step 2 Appendix 2](#)

### 4. Consent Agenda (8:00 AM)

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- 4.1 Resolution No. 25-5473 For the Purpose of Adding a New ODOT Public Transportation Awarded Project into the 2024-27 MTIP for TriMet Supporting Elderly and Disabled Persons Transit Needs [COM](#)  
[25-0894](#)

Attachments: [Draft Resolution No. 25-5473](#)  
[Exhibit A to Resolution No. 25-5473](#)  
[JPACT Staff Report MTIP 2024-27 FA 25-5473](#)  
[JPACT MTIP FA Resolution 25-5473 Overview Sheet](#)

- 4.2 Consideration of the February 20, 2025 JPACT Minutes [25-6226](#)

Attachments: [022025 JPACT Minutes](#)

**5. Action Items (8:05AM)**

- 5.1 Resolution No. 25-5463 For the Purpose of Amending Three Related I-5 Rose Quarter Projects to the 2024-27 MTIP to Add \$250 Million Dollars of Approved Funding to the Projects (8:05 AM) [COM](#)  
[25-0895](#)

Presenter(s): Jean Senechal-Biggs, Metro

Attachments: [Draft Resolution 25-5463 Rose Quarter MTIP Formal Amendment](#)  
[Exhibit A to Resolution No. 25-5463](#)  
[JPACT Staff Report - MTIP RQ FA Approval Request 25-5463](#)  
[Attachment 1 - Rose Quarter STIP Project Programming Summary](#)  
[Attachment 2 - RQ Major Project Evaluation DRAFT TPAC 3 7 25](#)  
[Attachment 3 - Unit Mobility Dec. 2024 OTC Finance Strategy Item](#)  
[Attachment 4 - I-5 RQ January OTC Item](#)  
[Attachment 5 - Responses to Feb. 2025 TPAC Meeting Questions](#)  
[Attachment 6 - Rose Quarter Phase 1 Phase 1A Full Build](#)  
[Attachment 7 - TPAC and JPACT Meeting Summaries](#)  
[JPACT Resolution No. 25-5463 Overview Sheet](#)

- 5.2 RFFA Step 1A: Scenario Packages Recommendation for Public Comment (8:25 AM) [COM](#)  
[25-0896](#)

Presenter(s): Grace Cho, Metro



Attachments: [28-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation Scenar](#)  
[Attachment 1- TPAC Comments on 28-30 RFFA draft bond allocation](#)  
[Attachment 2- Project Comments on RFFA draft bond allocation sce](#)  
[Attachment 3- RFFA Bond History Memo](#)  
[Attachment 4- Memo on RFFA Bond Package referral for public com](#)

**6. Information/Discussion Items (8:45AM)**

6.1 Introduction to the Forthcoming Federal Surface [COM](#)  
Transportation Reauthorization Bill (8:45 AM) [25-0897](#)

Presenter(s): Beth Osbourne, Transportation for America  
Betsy Emery, Metro

Attachments: [JPACT Worksheet](#)  
[Reference Materials for Surface Reauthorization](#)  
[JPACT Timeline Reauthorization Priorities](#)

**7. Updates From JPACT Members (9:15AM)**

**8. Adjourn (9:30AM)**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
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## 2025 JPACT Work Program

**As of 1/8/25**

*Items in italics are tentative*

<p><b><u>January 16, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Comments from the Chair- Regional Rail Study Update (5 min)</li> <li>• Resolution no. 5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 Mtip Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements <b>(consent)</b></li> <li>• Consideration of the 12/19 JPACT Minutes <b>(consent)</b></li> <li>• JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min)</li> <li>• Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min)</li> <li>• RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)</li> </ul>	<p><b><u>February 20, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Consideration of January 16 Minutes (consent)</li> <li>• <b>Resolution no. 25-5464</b> For the Purpose of FFY 2025 Redistribution Funding Awards <b>(consent)</b></li> <li>• <b>Resolution no. 25-5465</b> For The Purpose Of Canceling An ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP <b>(consent)</b></li> <li>• RFFA: Revised Scenario Assessment (Grace Cho, Metro, 30 min)</li> <li>• Rose Quarter MTIP discussion (Megan Channel, ODOT 30 min)</li> <li>• 82nd Avenue Transit Project LPA update (Melissa Ashbaugh, 30 min)</li> </ul>
<p><b><u>March 20, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution no. 25-5473</b> For The Purpose Of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For Trimet Supporting Elderly And Disabled Persons Transit Needs <b>(Consent)</b></li> <li>• Consideration of the February 20, 2025 JPACT Minutes <b>(consent)</b></li> <li>• <b>Resolution no. 25-5463</b> For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 Mtip To Add \$250 Million Dollars Of Approved Funding To The Projects <b>(action)</b></li> <li>• RFAA Step 1A: Scenario packages recommendation for public comment <b>(action)</b> (Grace Cho, Metro)</li> <li>• Federal Surface Transportation Reauthorization regional priorities &amp; T4A Transportation Overview (Beth Osbourne, Transportation for America; Betsy Emery, Metro; 30 min)</li> </ul>	<p><b><u>April 17, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Unified Planning Work Program (UPW) <b>(action)</b></li> <li>• State Legislative Update (Anneliese Koehler, Metro; 10 min)</li> <li>• TV Highway LPA Update (Jess Zdeb, Metro; 10 min)</li> <li>• Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist, Metro; 20 min)</li> <li>• Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min)</li> </ul>

<b><u>May 15, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> Avenue LPA Adoption (<b>action</b>)</li> <li>• Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min)</li> <li>• Federal Surface Transportation Reauthorization regional priorities (draft discussion)</li> <li>• Oregon Transportation Survey (<i>in packet</i>)</li> </ul>	<b><u>June 12, 2025- online</u></b> <ul style="list-style-type: none"> <li>• State Legislative Update (Anneliese Koehler, 10 min)</li> <li>• JPACT Trip update</li> <li>• TV Highway LPA adoption (<b>action</b>) (Jess Zdeb, Metro)</li> <li>• Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min)</li> <li>• Federal Surface Transportation Reauthorization regional priorities (draft discussion)</li> <li>• <del>Regional TDM Strategy Update</del></li> <li>• RFFA Step 1A: Bond discussion (HOLD)</li> </ul>
<b><u>July 17, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• Annual Transit Budget Updates (comment)</li> <li>• State Legislative Update (Anneliese Koehler, 10 min)</li> <li>• Montgomery Park LPA Adoption (<b>action</b>)</li> <li>• RFFA Step 1A Bond (<b>action</b>)</li> <li>• Federal Surface Transportation Reauthorization regional priorities (action)</li> <li>• US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold &amp; Federal staff; 40 min)</li> </ul>	<b><u>August- cancelled</u></b>
<b><u>September 18, 2025- online</u></b> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> Avenue Transit project; Possible RTP amendment</li> <li>• TV Highway LPA Discussion</li> <li>• Cooling Corridors</li> <li>• <b>HOLD</b> for Sunrise Acceptance of Action Plan</li> </ul>	<b><u>October 16, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• TV Highway (action)</li> <li>• JPACT trip report back</li> <li>• CCT Study: Priorities</li> <li>• <b>HOLD</b> for IBR LUFO</li> </ul> <p>MPACT- October 25<sup>th</sup></p>
<b><u>November 20, 2025- online</u></b>	<b><u>December 18, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• SS4A Annual update</li> <li>• </li> </ul>

***Holding Tank:***

- Better Bus Program update

### **3.1 2024 Annual Compliance Report**

*Updates From the JPACT Chair*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025



# 2024 Compliance Report

*January 13, 2025*

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

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

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## Executive Summary

Metro Code Chapter 3.07 (the “Urban Growth Management Functional Plan” or “UGMFP”) and Chapter 3.08 (the “Regional Transportation Functional Plan” or “RTFP”) provide standards, tools, and guidance for local land use plans, transportation system plans, and implementing regulations that are necessary to advance the regional vision, goals, and policies of Metro’s Regional Framework Plan and the 2040 Growth Concept.

As required annually by Metro Code Subsection 3.07.870(a), the 2024 Compliance Report summarizes the status of compliance with the UGMFP for each city and county in the region.<sup>1</sup> To better connect land use planning with transportation planning, this report also includes information on local government compliance with the RTFP.

All jurisdictions are in compliance with the UGMFP, with the exception of a few jurisdictions that continue to work to satisfy UGMFP Title 11 requirements related to planning for areas previously added to the urban growth boundary (UGB). All jurisdictions are in compliance with their respective RTFP requirements.

Per the Metro Code and if requested, the Chief Operating Officer (COO) may grant formal extensions to deadlines for meeting UGMFP requirements if a local government meets one of two criteria: the city or county is making progress towards compliance; or there is good cause for failure to meet the deadline for compliance. In 2024, there were no requests for extensions of compliance dates for the UGMFP. Nonetheless, this report notes that progress is being made by cities and counties to address listed deficiencies.

Similarly, per the Metro Code, the COO may grant formal exemptions to meeting RTFP requirements if the COO finds the following: the city or county’s transportation system is generally adequate to meet transportation needs; little population or employment growth is expected over the period of the exemption; the exemption would not make it more difficult to accommodate regional or state transportation needs; and the exemption would not make it more difficult to achieve the performance objectives set forth in Section 3.08.010(A) of the RTFP. The COO received and granted requests for exemption from the RTFP requirements from two cities – Durham and Maywood Park. The COO determined Johnson City and Rivergrove were also eligible for exemption from the RTFP requirements and granted exemptions to both cities. The duration of all four exemptions is for 10 years, until December 31, 2034.

The following page describes the four appendices included in this compliance report.

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<sup>1</sup> Metro Code Subsection 3.07.870(a) requires Metro’s COO to submit the report to the Metro Council by March 1 and to send a copy of the report to MPAC, JPACT, PERC, and each city and county within Metro.

**Appendix A** summarizes the compliance status for all local governments with each title of the UGMFP, as of December 31, 2024.

**Appendix B** provides further details on the status of compliance with UGMFP Title 11 new urban area planning for areas added to the UGB since 1998, as of December 31, 2024. During 2024, Beaverton came in to compliance with their Title 11 requirements for comprehensive planning of the Cooper Mountain 2018 UGB expansion area.

**Appendix C** summarizes local jurisdictions' compliance with the RTFP, as of December 31, 2024.

**Appendix D** is the report required by Metro Code Subsection 3.07.450(k) on amendments made in 2024 to the UGMFP Title 4 Employment and Industrial Areas Map (also known as the "Industrial and Other Employment Areas Map" and the "Title 4 Map").<sup>2</sup>

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<sup>2</sup> Subsection 3.07.450(k) requires the COO to submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of the amendments made to the Title 4 Map the preceding year. The report must include any recommendations the COO deems appropriate on measures the Council might take to address the effects.

**APPENDIX A**  
**Summary of Urban Growth Management Function Plan (UGMFP)**  
**Compliance Status as of December 31, 2024**

<b>City/ County</b>	<b>Title 1 <i>Housing Capacity</i></b>	<b>Title 3 <i>Water Quality and Flood Management</i></b>	<b>Title 4 <i>Industrial and other Employment Land</i></b>	<b>Title 6 <i>Centers, Corridors, Station Communities and Main Streets</i></b>	<b>Title 7 <i>Housing Choice</i></b>	<b>Title 11 <i>Planning for New Urban Areas</i></b> (See Appendix B for details)	<b>Title 13 <i>Nature in Neighborhoods</i></b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance	Not in compliance	In compliance

**APPENDIX B**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,**  
**as of December 31, 2024**

Project	Lead Government(s)	Compliance	Status
<b>1998 UGB Expansion</b>			
Rock Creek	Happy Valley	Yes	Planning completed; mostly annexed and developed
Pleasant Valley	Gresham, Happy Valley, Portland	Yes	Planning completed; a portion annexed by each city, with limited development occurring
<b>1999 UGB Expansion</b>			
Witch Hazel	Hillsboro	Yes	Planning completed; majority annexed and developed
<b>2000 UGB Expansion</b>			
Villebois Village	Wilsonville	Yes	Planning and annexation completed; development almost complete
<b>2002 UGB Expansion</b>			
Springwater	Gresham	Yes	Planning completed; some limited annexations and development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development ongoing
	Clackamas County, Happy Valley	No	Former City of Damascus land area: Happy Valley adopted a Title 11 compliant comprehensive plan (Pleasant Valley / North Carver Comprehensive Plan) for approximately 2,700 acres of the area, and the County and the City have an Urban Growth Management Agreement for the City to do comprehensive planning for additional portions of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed; some limited annexations and development
Park Place	Oregon City	Yes	Planning completed; portion annexed and waiting development
Beavercreek Rd	Oregon City	Yes	Planning completed; portion annexed and waiting development
South End Rd	Oregon City	Yes	Planning completed; waiting annexation and development
East Wilsonville (Frog Pond West)	Wilsonville	Yes	Planning completed; mostly annexed, with development ongoing
NW Tualatin (Cipole Rd and 99W)	Tualatin	Yes	Planning completed; waiting annexation and development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation and development
Brookman Rd	Sherwood	Yes	Refinement plan completed; annexation and development ongoing
West Bull Mountain (River Terrace 1.0)	Tigard	Yes	<i>See Roy Rogers West (River Terrace 1.0) with 2011 expansion</i>
Study Area 59	Sherwood	Yes	Planning and annexation completed; development almost complete
Study Area 61 (Cipole Rd)	Sherwood	No	Extension to 12/31/2021 expired; City staff working to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially annexed and developed

**APPENDIX B (continued)**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,  
as of December 31, 2024**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton in conjunction with Washington County; Future discussions of comprehensive and urban services planning will be informed by Beaverton's Cooper Mountain Community plan and its related Cooper Mountain Utility Plan
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Planned, annexed, and developed
Study Areas 69 and 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; portion annexed and developed
Study Area 77	Cornelius	Yes	Planning and annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Planned, annexed, and developed
Shute Road	Hillsboro	Yes	Planning and annexation completed; majority developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development ongoing
<b>2004/2005 UGB Expansion</b>			
Damascus area	Clackamas County	See 2002 above	<i>See Damascus/Boring 2002 expansion above</i>
Tonquin	Sherwood	Yes	Planning completed; portion annexed, with development ongoing
Basalt Creek / West RR Area	Tualatin, Wilsonville	Yes	Planning completed; some limited annexation; waiting further annexations and development
North Holladay	Cornelius	Yes	Planning completed; waiting annexation and development
Evergreen	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
Helvetia	Hillsboro	Yes	Planning completed; majority annexed, with development ongoing
<b>2011 UGB Expansion</b>			
North Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Hillsboro	Hillsboro	Yes	Planning completed; annexation and development ongoing
South Cooper Mountain	Beaverton	Yes	Planning and annexation completed; development ongoing
Roy Rogers West (River Terrace 1.0)	Tigard	Yes	Planning completed; annexation and development ongoing

**APPENDIX B (continued)**  
**Status of Compliance with UGMFP TITLE 11, *Planning for New Urban Areas*,**  
**as of December 31, 2024**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>2014 UGB Expansion (HB 4078)</b>			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed and developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed, with development ongoing
Forest Grove (Purdin Rd)	Forest Grove	Yes	Planning completed; about half annexed and small portion developed
Forest Grove (Elm St)	Forest Grove	Yes	Planning and annexation completed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; about half annexed
<b>2018 UGB Expansion</b>			
Cooper Mountain	Beaverton	Yes	Comprehensive planning expected to be completed in 2024
Witch Hazel Village South	Hillsboro	Yes	Planning completed; mostly annexed
Beef Bend South (Kingston Terrace)	King City	Yes	Planning completed; waiting annexation and development
Advance Road (Frog Pond East and South)	Wilsonville	Yes	Planning completed; waiting annexation and development
<b>2023 UGB Amendment ("Exchange")</b>			
River Terrace 2.0	Tigard	No	Planning expected to be completed in 2026
<b>2024 UGB Expansion</b>			
Sherwood West	Sherwood	N/A	UGB expansion in Ordinance No. 24-1520 not effective until at least March 2025; no comprehensive planning requirements until the expansion is effective

**APPENDIX C**  
**Summary of Regional Transportation Functional Plan (RTFP)**  
**Compliance Status as of December 31, 2024**

<b>City/County</b>	<b>Title 1 <i>Transportation System Design</i></b>	<b>Title 2 <i>Development and Update of Transportation System Plans</i></b>	<b>Title 3 <i>Transportation Project Development</i></b>	<b>Title 4 <i>Regional Parking Management</i></b>	<b>Title 5 <i>Amendment of Comprehensive Plans</i></b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
King City	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034	Exempt until 12/31/2034
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

## APPENDIX D

Date: January 13, 2025  
To: Metro Council and the Metro Policy Advisory Committee (MPAC)  
From: Marissa Madrigal, Chief Operating Officer  
Subject: Annual report on amendments to UGMFP Title 4 Map

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### **Background**

Title 4, *Industrial and Other Employment Areas*, of the Urban Growth Management Functional Plan (UGMFP) seeks to improve the region's economy by protecting a supply of sites for employment with requirements for local jurisdictions to limit the types and scale of certain non-industrial uses in designated Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Designated areas are officially depicted on the UGMFP's "*Title 4 Industrial and Other Employment Areas Map*" (i.e., the "Title 4 Map").

Title 4 requires that Metro's Chief Operating Officer (COO) submit a written report to the Metro Council and MPAC by January 31 of each year on the cumulative effects on employment land in the region of amendments to the Title 4 Map during the preceding calendar year. This memo constitutes the report on map amendments made in 2024.

### **Cumulative effects of Title 4 Map amendments in 2024**

There were no amendments to the Title 4 Map in 2024 that were made effective in 2024.

On December 5, 2024, the Metro Council approved Ordinance No. 24-1520 to expand the urban growth boundary (UGB) to include the roughly 1,200-acre Sherwood West urban reserve. The ordinance also amends the Title 4 Map to apply an 'Industrial Area' designation to approximately 275 acres of the expansion area. Acknowledgement of the UGB expansion by the Land Conservation and Development Commission is pending, and the Title 4 Map will not be formally updated until after Ordinance No. 25-1520 becomes effective.

### **Future UGMFP and Title 4 Map updates**

On January 9, 2025, the Metro Council held a public hearing on Ordinance No. 25-1522, which proposes to amend the Title 4 Map for the Montgomery Park neighborhood of the City of Portland. If adopted by the Metro Council, the ordinance will remove approximately 59 acres of Title 4 designations in the neighborhood in support of the City's locally adopted 'Montgomery Park Area Plan' and to advance policies of Metro's Regional Framework Plan.

A 'future vision' effort that takes a fresh look at the 2040 Growth Concept would offer an opportunity for Metro Council consideration of industrial land policy and regulatory updates, including an update of the Title 4 program and the Title 4 Map.



### **3.2 Transit Service Provider Representation**

*Updates From the JPACT Chair*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025

# MEMO



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Ted Leybold, Transportation Policy Director  
Subject: Transit service provider representation at JPACT

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## **Background:**

At the December JPACT meeting, testimony was provided by staff of the South Metro Area Regional Transit (SMART) agency requesting direct representation of small transit service providers on JPACT. Similar comments have been submitted to the public comment opportunity provided by the US Department of Transportation regarding the certification of the Metropolitan Planning Organization (MPO) process for the Portland metropolitan region. These comments are expected to be addressed by the USDOT in their response to comments and in their findings of compliance with federal MPO regulations later this spring and JPACT will be briefed on these findings.

This memorandum is to provide a description specifically related to JPACT membership and representation of transit service providers so that JPACT members may have a broader understanding of the context of this comment.

## **Transit Service Provider Representation:**

JPACT representation is defined in the JPACT bylaws. The relevant JPACT bylaw language regarding representation of transit service providers states the following:

### **Section 2. Appointment of Members and Alternates**

**Subsection b.** The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

**Subsection d.** As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Regional Transit (SMART).

**Subsection f.** Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council.

### **3.3 RFFA Step 2 Ratings Summary**

*Updates From the JPACT Chair*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, March 13, 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Jake Lovell, Assistant GIS Specialist  
Jean Senechal Biggs, Resource Development Section Manager  
Subject: 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment Draft Results

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**Purpose:** To provide JPACT the 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment draft results and outline the Step 2 allocation process next steps.

## **Background and Context:**

A call for projects for the 2028-2030 Regional Flexible Fund Step 2 allocation opened on Friday September 6<sup>th</sup> and closed on Friday November 22<sup>nd</sup>, 2024. Through a pre-application process, eleven jurisdictions which submitted Step 2 applications received application assistance to support development one Step 2 application for submission. In total, 24 Step 2 applications requesting a little over \$140 million in Regional Flexible Funds were received. The estimated amount of Step 2 Regional Flexible Funds available is between \$42 to \$60 million based on the outcome of the new project bond discussion happening concurrently. The requested amount of Regional Flexible Funds among the 24 applications equates to 2-3 times the amount of Step 2 funding available to allocate.

## **Getting to a Step 2 Allocation Decision**

Multiple pieces of information are presented to decision-makers to inform the development of a Metro staff recommendation of a Step 2 allocation package. These include (in no order):

- Meeting the objectives of the Program Direction for the allocation;
  - Includes objectives, but not limited to: the connection of Regional Flexible Fund investment towards RTP goals advancement, investment across the region without sub-allocation, honoring prior commitments of Regional Flexible Funds.
- Outcomes Evaluation results;
- Public comment received;
- Sub-region indication of Step 2 application priority or prioritization; and
- Input on concepts to shape different Step 2 allocation packages.

Of these five pieces of information, no one piece is weighted greater than others. The technical and qualitative pieces of information are different tools to help support and deliberate the prioritization of Step 2 applications for allocating Flexible Funds to meet the Program Direction objectives.

Lastly, another important factor in getting to a Step 2 allocation decision is constraining to the estimated amount of Flexible Funds available. With the pending discussion on the new project bond, which would begin in the 2028-2030 Regional Flexible Fund cycle, regional partners should anticipate a conservative allocation of funds being available in Step 2. At this time, Metro staff anticipates a Step 2 allocation package recommended up to \$42 million.

### Outcomes Evaluation & Project Delivery Risk Assessment Role & Draft Results

The Outcomes Evaluation and Project Delivery Risk Assessment are both technical evaluations of the Step 2 applications received. The Outcomes Evaluation primarily focuses on assessing how well the proposed project, as described in the application, advances regional goals and objectives. The Project Delivery Risk Assessment focuses on the potential risks the project may encounter going through project delivery and meeting the necessary requirements of the federal aid process. The Project Delivery Risk Assessment historically has not been utilized by Metro staff as a factor in shaping a Metro staff recommendation for a Step 2 allocation package. The Outcomes Evaluation results is one of five pieces of information to inform the development of a staff recommendation for a Step 2 allocation package.

Attached to this memorandum are the Outcomes Evaluation and Project Delivery Risk Assessment draft results for the 2028-2030 Regional Flexible Fund Step 2 process. The attachments include:

- Outcomes Evaluation Report – Draft as of February 28, 2025
- Appendix 1: Summary of the Outcomes Evaluation Draft Results
- Appendix 2: Methodology and Individual Draft Results Sheets for Step 2 Applications
- Project Delivery Risk Assessment Technical Memorandum

Metro staff aims to finalize before the end of March 2025.

Initial takeaways from the Outcomes Evaluation:

- Applications which were clear in identifying the project's purpose and the deficiencies the project aimed to address and linking the scope elements as the solutions rated well.
- Applications which applied Designing Livable Streets and Trails Guidelines rated well.
- All applications tended to perform well, indicated by higher scores, in the Equitable Transportation, Safe System, and Thriving Economy goal areas.
- The effect of application assistance varied in terms of the results of the Outcomes Evaluation, but overall did support the Project Delivery Risk Assessment.

Initial takeaways from the Project Delivery Risk Assessment:

- Overall, the average risk scores for the Step 2 applications in the 28-30 cycle were lower than the scores in the previous two cycles of Step 2 project applications.

### Next Steps

Table 1. outlines the next steps in the Step 2 allocation process.

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

Activity	Date
JPACT: Share draft results of 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation and Project Delivery Risk Assessment - Note: Comment from the chair only; materials provided in packet	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA opportunity for public testimony	April 17, 2025*
Metro staff to provide finalized Outcomes Evaluation and Project Delivery Risk Assessment reports to coordinating committees and City of Portland for deliberations.	End March/Early April 2025
2028-2030 RFFA public comment closes	April 28, 2025
TPAC: Solicit concept input for Step 2 allocation package options	May 2, 2025
JPACT: Solicit concept input for Step 2 allocation package options	May 15, 2025*

Activity	Date
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements (if needed) issued to TPAC and JPACT <ul style="list-style-type: none"> <li>- Summary also provided to coordinating committees and City of Portland for deliberations.</li> </ul>	May 16, 2025*
Coordinating committee and City of Portland deadline to submit subregional priorities (if electing)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Reflective of technical analysis, concept input, and public comment. Possibly subregional priorities.</li> <li>- Opportunity to provide input on preferred Step 2 allocation package</li> </ul>	June 6, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Reflective of technical analysis, concept input, public comment and TPAC input. Possibly subregional priorities.</li> <li>- Opportunity to provide input on preferred Step 2 allocation package</li> </ul>	June 12, 2025
Metro Council: Work session with updates on Step 1A.1 bond proposal & Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Staff recommendation on finalized bond proposal package. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 11, 2025
JPACT: Carry forward TPAC recommendation. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 31, 2025*



# Regional Funding Allocation: Outcomes Evaluation Report - DRAFT

2028-2030 Regional Flexible Funds  
Step 2

March 2025

**Nondiscrimination Notice to the Public**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.



## INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2028 through 2030.

An estimate in the range of approximately \$42 - \$60 million is targeted towards improvements to streets and trails throughout the region. This range is dependent on the outcome of a decision of whether to bond Regional Flexible Funds to advance several corridor-scale transportation projects.

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

## BACKGROUND AND METHODOLOGY

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

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

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

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

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

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

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

- 1) A geospatial analysis which provided a score of the performance measure criteria according to the setting and location of the proposed project as described and drawn in the Step 2 application. An example of a GIS scoring question includes: if a project is located in an equity focus area then the project application received an automatic score of 1.
- 2) A geospatial or policy dependent review of the performance measure criteria according to whether the proposed project location is within a specific geospatial area or on a facility or policy criteria. Examples of scoring questions of each type provided.
  - a. Geospatial dependent review: Is the project located in a K – 12 grade walkshed?  
Instruction: If yes, then review the proposed project application scope and details. Does project contain elements that improve active transportation access to a school? If yes, score 1 point.
  - b. Policy dependent review: Does project include scope elements to increase the efficiency of transit operations?  
Instruction: If yes, refer to Regional Transit Strategy Enhance Transit treatments and toolbox. Score 1 if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs).
- 3) A review of the project scope and application details according to performance measure criteria. An example of a scoring question includes:
  - a. How has public input informed project's prioritization?  
Instruction: Review Community Involvement section application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 – 5 if there is demonstrated public involvement and implementation of that input.

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

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

Once all the scores were compiled and calculated, all Step 2 project proposals were given a

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

## UNDERSTANDING THE PROJECT RATINGS

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

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

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

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

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant RTP goal areas and design, if applicable. No RTP goal area or design is weighted greater than the others. Project proposals were also given an overall rating, based on the averages of the scores.
- There were six categories with a total of 91 points available (or 75 total points for only the five RTP goal areas). The number of points per question and each in each section area was adjusted so that the total number of points available in each RTP goal area and Design equaled 16.67% of the overall project rating for construction proposals and 20% of the overall project rating for project development proposals.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the 2028-2030 RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific goal area (e.g. Equitable Transportation, Mobility Options) and among the project type (e.g. Step 2 applications only seeking planning and/or project development funding). In addition, an overall GOOD/BETTER/BEST rating is assigned by project type according to normalized scores across all the goal areas and design, if applicable. As noted in a previous section the GOOD/BETTER/BEST ratings were initially determined through a Jenks natural breaks classification. Following the Jenks natural breaks classification, Metro staff reviewed the break points and, if necessary, made adjustments to the break point between one rating to the other. Adjustments were mostly made for the ratings in the goal area and overall ratings of the Step 2 project development applications in part because the Jenks natural breaks classification created unusual breaks with a very small pool (five applications) to process. Where adjustments were made to ratings in the goals areas for the Step 2 construction applications, usually the adjustments were often for one or up to three projects.

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

In the Equitable Transportation goal area, the average score was 61.4 percent. The scores ranged from a high of 82.5 percent to a low of 23.8 percent. Looking at the average, maximum and minimum Equitable Transportation scores of these projects, natural breaks in the scores emerged. There were eight projects that achieved a 65.1 percent score or greater; these were rated BEST. Nine projects had scores ranging from 49.2 percent to 60.3 percent; these were rated BETTER. Two projects had scores below 49 percent score and were rated GOOD.

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

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	72.64	Best	Best	Best	Best	Best	Best	Best
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	62.25	Best	Best	Better	Best	Good	Better	Best
CFP16	Beaverton Creek Trail: Merlo Road Improvements	60.87	Best	Better	Best	Best	Best	Better	Best
CFP23	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Better	Better
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	59.81	Better	Best	Better	Better	Better	Better	Best
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	58.65	Better	Best	Good	Better	Better	Better	Best
CFP12	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Better
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	56.28	Better	Better	Good	Better	Best	Better	Better
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	55.65	Better	Better	Good	Best	Best	Better	Better
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
CFP26	W Burnside Green Loop Crossing	52.21	Better	Best	Best	Good	Better	Better	Good
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Good
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	49.55	Good	Better	Best	Better	Better	Better	Good
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	48.41	Good	Better	Better	Better	Best	Better	Good
CFP6	Westside Trail Segment 1 - King City	46.85	Good	Better	Better	Better	Better	Good	Better
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	44.74	Good	Better	Good	Good	Good	Better	Better
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better
CFP9	Red Electric Trail East of SW Shattuck Rd	43.99	Good	Good	Better	Good	Good	Good	Best
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	43.73	Good	Better	Good	Better	Better	Better	Good
28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	53.88	Better	Better	Better	Better	Better	Better	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	53.09	Better	Better	Best	Better	Better	Better	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	31.25	Good	Good	Good	Good	Good	Better	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	26.95	Good	Good	Good	Good	Good	Good	N/A

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

## PROJECT RATING DETAILS

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

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

### Planning and Project Development

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

### Construction

- Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
- Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
- Gladstone Historic Trolley Trail Bridge Construction
- NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
- NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue

- OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
- Smart SW 185th Avenue ITS and Better Bus Project
- Westside Trail Segment 1 - King City
- Outer Halsey and Outer Foster (ITS Signal Improvements)
- NE Glisan St: 82nd Avenue Multimodal Safety and Access
- NE MLK Jr Blvd Safety and Access to Transit
- NE Prescott St: 82nd Ave Multimodal Safety and Access
- Red Electric Trail East of SW Shattuck Rd
- W Burnside Green Loop Crossing
- Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
- North Dakota Street (FannoCreek) Bridge Replacement
- Bridge Crossing of Hwy. 26 by the Westside Trail
- Beaverton Creek Trail: Merlo Road Improvements
- Cedar Mill Better Bus and Access to Transit Enhancements

## 2028 – 2030 Regional Flexible Fund Step 2 – Project Development Applications

(alphabetical by nominating agency)

<b>Project name:</b>	Lakeview Blvd - Jean Rd to McEwan Rd
<b>Applicant:</b>	City of Lake Oswego
<b>Amount requested:</b>	\$983,000
<b>Description:</b>	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.
<b>Project phase(s):</b>	Planning/Project Development
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	
<i>Equitable Transportation</i>	<b>GOOD</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>GOOD</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue
<b>Applicant:</b>	City of Milwaukie
<b>Amount requested:</b>	\$2,707,217
<b>Description:</b>	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.
<b>Project phase(s):</b>	Project development
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning
<b>Applicant:</b>	Multnomah County
<b>Amount requested:</b>	897300
<b>Description:</b>	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for

	priority construction projects to fill complete street gaps and install safety countermeasures.
<b>Project phase(s):</b>	Planning, project development
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>BEST</b>
<i>Mobility Options</i>	<b>BEST</b>
<i>Thriving Environment</i>	<b>BEST</b>
<i>Overall</i>	<b>BEST</b>

<b>Project name:</b>	OR99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development
<b>Applicant:</b>	City of Oregon City
<b>Amount requested:</b>	\$3,832,341
<b>Description:</b>	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	SW 175th Design: SW Condor Lane to SW Kemmer Road
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$2,593,196
<b>Description:</b>	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Siler Ridge Lane.
<b>Project phase(s):</b>	Project development
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	

<b><i>Equitable Transportation</i></b>	<b>GOOD</b>
<b><i>Safe System</i></b>	<b>GOOD</b>
<b><i>Climate Action and Resilience</i></b>	<b>GOOD</b>
<b><i>Mobility Options</i></b>	<b>GOOD</b>
<b><i>Thriving Environment</i></b>	<b>GOOD</b>
<b><i>Overall</i></b>	<b>GOOD</b>



## 2028 – 2030 Regional Flexible Fund Step 2 – Construction Applications

(alphabetical by nominating agency)

<b>Project name:</b>	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St
<b>Applicant:</b>	City of Beaverton
<b>Amount requested:</b>	\$4,649,687
<b>Description:</b>	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BEST</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BETTER</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path
<b>Applicant:</b>	Clackamas County
<b>Amount requested:</b>	\$7,228,290
<b>Description:</b>	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BEST</b>
<i>Design</i>	<b>GOOD</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	Gladstone Historic Trolley Trail Bridge Construction
<b>Applicant:</b>	City of Gladstone
<b>Amount requested:</b>	\$8,721,932
<b>Description:</b>	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>BEST</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BETTER</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue
<b>Applicant:</b>	City of Gresham
<b>Amount requested:</b>	\$9,420,793
<b>Description:</b>	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>GOOD</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue
<b>Applicant:</b>	City of Gresham
<b>Amount requested:</b>	\$4,067,496
<b>Description:</b>	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>

<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>BEST</b>
<i>Mobility Options</i>	<b>GOOD</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BEST</b>
<i>Overall</i>	<b>BEST</b>

<b>Project name:</b>	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)
<b>Applicant:</b>	City of Happy Valley
<b>Amount requested:</b>	\$12,026,118
<b>Description:</b>	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>GOOD</b>
<i>Thriving Environment</i>	<b>BEST</b>
<i>Design</i>	<b>GOOD</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	Smart SW 185th Avenue ITS and Better Bus Project
<b>Applicant:</b>	City of Hillsboro
<b>Amount requested:</b>	\$4,572,738
<b>Description:</b>	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>

<b><i>Mobility Options</i></b>	<b>BETTER</b>
<b><i>Thriving Environment</i></b>	<b>BETTER</b>
<b><i>Design</i></b>	<b>GOOD</b>
<b><i>Overall</i></b>	<b>GOOD</b>

<b>Project name:</b>	Westside Trail Segment 1 - King City
<b>Applicant:</b>	City of King City
<b>Amount requested:</b>	\$7,841,343
<b>Description:</b>	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<b><i>Equitable Transportation</i></b>	<b>BETTER</b>
<b><i>Safe System</i></b>	<b>BETTER</b>
<b><i>Climate Action and Resilience</i></b>	<b>BETTER</b>
<b><i>Mobility Options</i></b>	<b>BETTER</b>
<b><i>Thriving Environment</i></b>	<b>GOOD</b>
<b><i>Design</i></b>	<b>BETTER</b>
<b><i>Overall</i></b>	<b>GOOD</b>

<b>Project name:</b>	Outer Halsey and Outer Foster (ITS Signal Improvements)
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$4,416,999
<b>Description:</b>	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.
<b>Project phase(s):</b>	Construction

<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BEST</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>GOOD</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	NE Glisan St: 82nd Avenue Multimodal Safety and Access
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$7,577,698
<b>Description:</b>	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>BEST</b>
<i>Mobility Options</i>	<b>BEST</b>
<i>Thriving Environment</i>	<b>BEST</b>
<i>Design</i>	<b>BEST</b>
<i>Overall</i>	<b>BEST</b>

<b>Project name:</b>	NE MLK Jr Blvd Safety and Access to Transit
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$4,879,517
<b>Description:</b>	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>

<b>Additional information from applicant:</b>	
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BETTER</b>
<i>Overall</i>	<b>BEST</b>

<b>Project name:</b>	NE Prescott St: 82nd Ave Multimodal Safety and Access
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$7,732,932
<b>Description:</b>	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BEST</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	W Burnside Green Loop Crossing
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$3,938,250
<b>Description:</b>	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>BETTER</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>GOOD</b>
<i>Overall</i>	<b>BETTER</b>

<b>Project name:</b>	Red Electric Trail East of SW Shattuck Rd
<b>Applicant:</b>	Portland Parks and Recreation
<b>Amount requested:</b>	\$7,677,446
<b>Description:</b>	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>GOOD</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>GOOD</b>
<i>Thriving Environment</i>	<b>GOOD</b>
<i>Design</i>	<b>BEST</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W
<b>Applicant:</b>	City of Sherwood

<b>Amount requested:</b>	\$8,860,030
<b>Description:</b>	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>GOOD</b>
<i>Safe System</i>	<b>BEST</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>BEST</b>
<i>Thriving Environment</i>	<b>GOOD</b>
<i>Design</i>	<b>BETTER</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	North Dakota Street (FannoCreek) Bridge Replacement
<b>Applicant:</b>	City of Tigard
<b>Amount requested:</b>	\$8,000,000
<b>Description:</b>	Replace bridge with bike lanes and sidewalk.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BETTER</b>
<i>Safe System</i>	<b>GOOD</b>
<i>Climate Action and Resilience</i>	<b>GOOD</b>
<i>Mobility Options</i>	<b>GOOD</b>
<i>Thriving Environment</i>	<b>BETTER</b>
<i>Design</i>	<b>BETTER</b>
<i>Overall</i>	<b>GOOD</b>

<b>Project name:</b>	Bridge Crossing of Hwy. 26 by the Westside Trail
<b>Applicant:</b>	Tualatin Hills Parks and Recreation District
<b>Amount requested:</b>	\$6,000,000
<b>Description:</b>	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equitable Transportation</i>	<b>BEST</b>
<i>Safe System</i>	<b>BETTER</b>
<i>Climate Action and Resilience</i>	<b>BETTER</b>



<b><i>Mobility Options</i></b>	<b>BETTER</b>
<b><i>Thriving Environment</i></b>	<b>BETTER</b>
<b><i>Design</i></b>	<b>BEST</b>
<b><i>Overall</i></b>	<b>BETTER</b>

<b>Project name:</b>	Beaverton Creek Trail: Merlo Road Improvements
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$6,640,700
<b>Description:</b>	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	
<b><i>Equitable Transportation</i></b>	<b>BETTER</b>
<b><i>Safe System</i></b>	<b>BEST</b>
<b><i>Climate Action and Resilience</i></b>	<b>BEST</b>
<b><i>Mobility Options</i></b>	<b>BEST</b>
<b><i>Thriving Environment</i></b>	<b>BETTER</b>
<b><i>Design</i></b>	<b>BEST</b>
<b><i>Overall</i></b>	<b>BEST</b>

<b>Project name:</b>	Cedar Mill Better Bus and Access to Transit Enhancements
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$5,252,300
<b>Description:</b>	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<i>To be completed in final version.</i>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<b><i>Equitable Transportation</i></b>	<b>BETTER</b>
<b><i>Safe System</i></b>	<b>GOOD</b>
<b><i>Climate Action and Resilience</i></b>	<b>BEST</b>
<b><i>Mobility Options</i></b>	<b>BEST</b>
<b><i>Thriving Environment</i></b>	<b>BETTER</b>
<b><i>Design</i></b>	<b>BETTER</b>
<b><i>Overall</i></b>	<b>BETTER</b>



## ACKNOWLEDGEMENTS

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Sincerest appreciation for Jake Lovell for the Step 2 evaluation data collection, analysis, and data review efforts and to Jeremy Kwok-Choon, former Metro intern, for Step 2 application compilation and summaries.

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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# Technical Memorandum

March 3, 2025

Project# 29295.002

To: Grace Cho and Monica Krueger, PE, Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Russ Doubleday, AICP, Sam Godon, Max Heller, Camilla Dartnell, PE, & Hermanus Steyn, PrEng, PE

RE: Draft 2028-30 Regional Flexible Funds Allocation Risk Assessment

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## Overview

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Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through the Metro region, for local projects. Metro is evaluating the 2028-2030 RFFA project applications based on how meaningfully they can help the region achieve the five Regional Transportation Plan goals of advancing mobility options, building a safe transportation system, building an equitable transportation network, supporting a thriving economy, and investing in climate action and resilience.

Kittelison & Associates, Inc. (Kittelison) worked with Metro and the local agencies to identify and mitigate project delivery risks through the RFFA application process. Kittelison developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as outlined through the project's scope. After applying the methodology to each application, Kittelison then compiled a list of clarifying questions for each agency to better inform the risk assessment scoring for their application(s). Each agency was able to update their applications or provide clarification to inform the risk assessment. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

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## Methodology

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The following section outlines the risk assessment factors and scoring that Kittelison used to examine each RFFA project application. Additionally, this section covers the influence that the stage of project development the applicant is requesting funding for has on the project's risks. This methodology was based on a review of risk evaluation best practices, the lessons and experiences of the project team from conducting a similar analysis for the 2025-2027 RFFA cycle, updated to reflect changes over the last few years, and applied to the pool of applications received for the 2028-2030 RFFA cycle.

In addition to this risk assessment information, future information regarding a cultural resources review is expected to be made available through Metro. That information should augment this in understanding full complexities and risks that projects may be required to navigate.

## Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups.

- The first group, Project Management Risks, are risks that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an
-

appropriate timeline for project completion. For example, for projects that will require ODOT delivery, the project budget should account for ODOT project delivery fees within the project's cost estimate. If the budget does not anticipate these fees, the project risk level is increased. In short, this risk category captures risks related to project scope, collaboration, and budget development.

- The second group, Inherent Risks, are risks due to project's location, magnitude, and anticipated impact to its surroundings. A project that requires significant utility relocation is inherently riskier than one that requires no utility relocation simply because utility relocation necessitates coordination with utility companies, adds to project complexity, and creates a greater likelihood of something unexpected happening that may impact project delivery. In short, this risk category captures how project location, magnitude, and impact influence a project's risk, even when available risk management measures are taken.

These risk categories and their related assessments are explained in more detail in the following sections.

## Project Management Risks

The project team evaluated multiple risk assessment factors within the Project Management Risk category. These risks are focused on project scope, budget, and collaboration and are defined below.

### Project Scope

The Project Scope assessment measures project understanding and whether the project needs have been considered comprehensively. The further along in scoping or development a project is, the more details have been determined and the lower the likelihood of an unknown risk developing. These assessment factors are based on the current project stage in relation to the stages of project development remaining for completion and the requested funding. To reduce risk, projects requesting funding for construction are expected to have a greater level of previous project development and project understanding than projects only requesting funding for project development. To help inform the scope risk, the Kittelson team considered the following assessment factors:

- Is the scope comprehensive? If relevant, does the scope adequately anticipate tasks like environmental requirements, stormwater treatment, utility relocations, lighting, and other details?
- What is the status of planning and scoping documents?
- What is the status of the preliminary engineering and design phase?
- Is the project's design consistent with Metro's *Designing Livable Streets and Trails Guide*?

### Project Budget

The Project Budget assessment examines the project budget for completeness and appropriate cost projections. It is the responsibility of the applicant agency to cover the excess costs for projects which run over budget. As such, an inadequate project budget can put at risk the ability to deliver the full scope of a project or to deliver a project at all. It is therefore crucial that initial cost estimates are as accurate as possible to increase the likelihood of successful and complete project delivery. Kittelson considered the inclusion and adequacy of the following budget assessment factors, as relevant based on project phases requested for funding, to determine budget related risks:

- Have escalation costs been included adequately?
- Is there adequate budget contingency?
- Is community engagement appropriately budgeted?
- Does the budget include adequate project management delivery costs, including Oregon Department of Transportation (ODOT) project administration and/or coordination costs?
- Are permitting costs included adequately?

- Are mobilization and traffic control during construction costs included in construction estimates?
- Are construction easement or other right-of-way acquisitions costs included in construction estimates?
- Do the project costs align with industry trends?
- Has the jurisdiction secured local funding match for the project?

Recent trends related to inflation and escalation have significantly affected project delivery across the country, including in the Portland Metro region. In evaluating whether escalation costs were adequately included, the project team compared escalation indices included in each cost estimate to ODOT's current estimated escalation index. Inflation indices similar to or higher than ODOT's inflation index were considered "low risk," inflation indices lower than ODOT's inflation index were considered "medium risk," and projects with no inflation applied were considered "high risk" for that factor. This assessment was intended to identify relative project risk with regards to escalation, however, the project team acknowledges that future inflation and escalation may differ than the amounts anticipated in the index.

## Project Coordination

The Project Coordination assessment investigates the degree to which the applicant has identified and communicated with the primary external project stakeholders. Minimally, primary external project stakeholders should consist of the agencies and jurisdictions who own the facilities and any adjacent or intersecting facilities (including but not limited to transit and water resources agencies, railroads, utility providers, parks departments, etc.). The purpose of this evaluation is to mitigate the potential issues that arise when external coordination efforts are not incorporated early in the project development and scoping process. For example, if an applicant has identified that their project will include construction through a railroad crossing, the applicant should have initiated communications and documented approval from the railroad facility owner to mitigate potential risk (and receive a low score). Kittelson considered the following assessment factors related to project coordination:

- Will an outside agency be delivering the project and has the applicant made contact with that agency?
- Are there other jurisdictions or major partners involved and has the applicant coordinated with these partners?
- Does the project impact an existing railroad and has the applicant addressed this appropriately (made contact, completed permits, etc.)?

## Inherent Risks

Inherent Risks are risks related to project complexities. While Project Management Risks (prior section) are also affected by project complexity, Project Management Risks can be mitigated and budgeted for. Inherent Risks are measured based on whether and to what extent they exist within each project; a more complex project will have a higher Inherent Risk score compared with a simpler project, regardless of the risk management measures taken.

## Project Complexity

The Project Complexity assessment aims to identify potential implementation challenges that could impact the project and are beyond the control of the applicant agency. These challenges included physical impact complexities like needing to acquire right-of-way or working in environmentally sensitive areas, as well as outside coordination related complexities, such as needing to coordinate with a railroad or working with a large number of stakeholders. In some cases, the same criteria may seem to be considered in both the Project Management and Inherent Risks evaluations, but the criteria is judged differently. For instance, if

a project is expected to impact a railroad, the extent to which the applicant has already made contact or involved the railroad is considered within the Project Management assessment, and the extent of the impact to the railroad is included in the Project Complexity assessment.

Kittelson considered the following assessment factors within the Project Complexity category:

#### Physical Impact Complexities

- How many right-of-way acquisitions will be needed and what level of controversy is anticipated for these parcels?
- To what extent will the project create environmental impacts and what is the anticipated level of environmental permitting needed?
- Will major utilities need to be relocated?
- Are there major or complex water quality or water quantity treatment needs?

#### Outside Coordination Complexities

- Will an outside agency be delivering the project?
- How many other jurisdictions or major partners will need to be involved?
- Are there other coordination needs (i.e., transit agencies) that will be required?
- Is the project anticipated to impact a railroad or require railroad support or approval?
- Is there local community support?
- Is there governing body support?
- Are there other important complexities or impacts that have not previously been covered?

## Project Development Stage Considerations

In reviewing the RFFA project applications, Kittelson distinguished between projects at different project development stages. Some projects seek funding for project development (planning, preliminary engineering, or design) activities, while others seek funding mainly for construction activities, and some projects seek funding for a combination of these stages. It is important to acknowledge the differing amounts of inherent risk associated with each of these project development stages. To address this, Table 2 and Table 3, which outline the identified project risks, are summarized separately for projects requesting funding for project development only activities and those requesting funding through construction to better compare projects requesting funding for similar phases.

Additionally, screening criteria might not apply to all project development stages; mobilization costs and right-of-way acquisitions, for example, apply to construction projects but not to planning or preliminary engineering projects. Each risk assessment factor was assigned to a project development stage and was only assessed if the applicant was seeking Regional Flexible Funds for that stage. As a result, all of the assessment factors within the Project Management Risk category and the Inherent Risk category apply to projects that are going through construction, while only a subset of these assessment factors apply to applicants seeking funding up to preliminary engineering or planning. Screening criteria which were not applicable to a given project were not counted against that project.

## Project Scoring

Every pertinent risk assessment factor was judged on a low-, medium-, and high-risk scale based on a standard definition of what constituted each level of risk for each assessment factor. The team also assigned different scoring weights to each assessment factor based on the likely severity of the risk.

Table 1 below shows three sample risk categories, their relative risk severity weightings, and the scores associated with each level of risk. Appendix A provides all assessment factors and weights.



Table 1. Sample Risk Categories and Associated Scoring

Assessment Factor	Weight	Low Risk Definition	Low Risk Point Allocation	Medium Risk Definition	Medium Risk Point Allocation	High Risk Definition	High Risk Point Allocation
<b>Project Management Risks*</b>							
Consistency with Designing Livable Streets and Trails Guide	Low	Consistent	0	Approaching Consistency	2	Inconsistent	4
Quality of Project Scope	Medium	High	0	Developing	4	Low	8
<b>Inherent Risks</b>							
Governing Body Support	Low	Supported	0	Controversial	2	Opposed or Unknown	4
Railroad Impact	Medium	None	0	Minor impact	4	Major impact	8
Complexity of Right-of-Way Acquisitions	High	Complete, unnecessary, or fewer than 10 TCEs**	0	More than 10 TCEs; 5 or fewer permanent acquisitions, no anticipated building acquisitions or impacts	8	More than 5 permanent acquisitions or any anticipated building acquisitions	16

\*Because Project Management Risks are broken out into multiple criteria based on project scope, project budget, and project coordination, there are no risk categories with a "High" weight.

\*\*TCEs: Temporary Construction Easements

Based on the results of the evaluation, each RFFA project application received a Project Management Risk score and an Inherent Risk score, as well as a combined total score. As shown in the table above, lower scores represent lower overall risk.

## Overview of Project Risks

Kittelson evaluated each project based on the identified assessment factors. For consistency, each project was assigned a score for each assessment factor, and the sum of these scores was used to determine overall risk level.

Projects received a risk level ranging from "low" to "medium-high". No projects were identified as having a risk level of "high" because the amount of risk posed by each project was found to be lower than in previous RFFA cycles. This is likely due to federal aid process project delivery educational efforts and support provided by Metro. For this RFFA cycle, Metro provided agencies with consulting support for preparation or review of applications and the ability for applicants to revise their applications to address identified project delivery risks.

### Risk Summary for All Projects by Project Type

This section provides a summary of the risks ratings for each project depending on the project stage for which the applicant agency is seeking funding. Included with the overall rating are the scores by risk type (i.e. Project Management, Inherent) as well as the combined total. Table 2 provides the risk summary for projects seeking funding for project development activities only. **Table 3** provides the risk summary for projects seeking funding through construction.

Projects requesting funding for only project development received relatively low risk scores, partially due to the smaller number of complexities that can impact a project development project, while projects requesting funding through construction received risks that varied from "low" to "medium-high".

**Table 2. Project Development (Planning through Preliminary Engineering) Risk Overview**

Project	Applicant	Requested Amount	Project Management Risks	Inherent Risk	Total Risk	Risk Level
Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	\$983,000	14	8	22	Low-Medium
NE 223rd Ave: NE Glisan St to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300	10	4	14	Low
OR 99E (McLoughlin Blvd) 10th St. to Tumwata Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	\$3,832,341	4	10	14	Low
Railroad Ave Multiuse Path: 37th Ave to Linwood Ave	Milwaukie	\$2,707,217	4	8	12	Low
SW 175th Design: SW Condor Ln to SW Kemmer Rd	Washington County	\$2,593,196	4	18	22	Low-Medium

**Table 3. Construction Projects**

Project	Applicant	Requested Amount	Project Management Risks	Inherent Risk	Total Risk	Risk Level
Beaverton Creek Trail: Merlo Road Improvements	Washington County	\$6,640,700	18	14	42	Medium
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	\$4,649,687	4	10	14	Low
Bridge Crossing of Hwy. 26 by the Westside Trail	THPRD	\$6,000,000	6	36	42	Medium
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	\$8,860,030	14	24	38	Medium
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	\$5,252,300	2	22	24	Low-Medium
Clackamas Industrial Area Improvements: SE Jennifer St Multi-use Path	Clackamas County	\$7,228,290	10	34	44	Medium-High
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	\$8,721,932	16	36	52	Medium-High
NE Glisan St: 82nd Avenue Multimodal Safety and Access	PBOT	\$7,577,698	6	14	20	Low-Medium
NE Halsey St Complete Street: 192nd Ave - 201st Ave	Gresham	\$9,420,793	8	22	30	Medium
NE MLK Jr Blvd Safety and Access to Transit	PBOT	\$4,879,517	12	4	16	Low-Medium
NE Prescott St: 82nd Ave Multimodal Safety and Access	PBOT	\$7,732,932	4	16	20	Low-Medium
North Dakota St (Fanno Creek) Bridge Replacement	Tigard	\$8,000,000	8	42	50	Medium-High
NW Division St Complete Street: Gresham-Fairview Trail - Birdsedale Ave	Gresham	\$4,067,496	6	12	18	Low-Medium
OR 212/224 Sunrise Hwy Phase 2: Bike/Pedestrian Facilities and Interchange Improvements	Happy Valley	\$12,026,118	10	30	40	Medium
Outer Halsey and Outer Foster (ITS Signal Improvements)	PBOT	\$4,416,999	8	6	14	Low
Red Electric Trail East of SW Shattuck Rd	Portland Parks & Recreation	\$7,677,446	16	8	24	Low Medium
Smart SW 185th Ave ITS and Better Bus Project	Hillsboro	\$4,572,738	2	14	16	Low-Medium
W Burnside Green Loop Crossing	PBOT	\$3,938,250	4	2	6	Low
Westside Trail Segment 1 - King City	King City	\$7,841,343	8	26	34	Medium

## Risk Summary for Individual Projects by Project Type

The following tables provide additional information regarding the risk assessment for each project. The Applicant, Amount Requested, Project Phase(s), and Project Overview sections provide context for understanding the nature of the RFFA funding application. The Risk Scoring section includes both the qualitative risk level and the numerical result of the risk scoring process. The Risk Overview section identifies the riskiest components of each project that contributed the most to the project's Inherent Risk or Project Management Risk score.

*Note: Tables are arranged alphabetically by project title within each category.*

### Development Projects (Planning through Preliminary Engineering)

<b>Project name:</b>	Lakeview Boulevard - Jean Road to McEwan Road
<b>Applicant:</b>	Lake Oswego
<b>Amount requested:</b>	\$983,000
<b>Project phase(s):</b>	Planning & preliminary engineering
<b>Project overview:</b>	Requested funds to design 3,500 feet long widening of Lakeview Blvd for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.
<b>Risk scoring</b>	<b>Low-Medium (22)</b>
<b>Risk overview</b>	The project will require outside delivery. There is potential for complexities or neighborhood concerns related to design of roadway corridor widening in an area with mature trees. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additionally, contingency and ODOT delivery fees may be insufficiently budgeted.

<b>Project name:</b>	<b>NE 223rd Avenue: NE Glisan Street to NE Marine Drive Safety Corridor Planning</b>
<b>Applicant:</b>	Multnomah County
<b>Amount requested:</b>	\$897,300
<b>Project phase(s):</b>	Planning & preliminary engineering
<b>Project overview:</b>	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.
<b>Risk scoring</b>	<b>Low (14)</b>
<b>Risk overview</b>	The project will require coordination with several agencies including Fairview, Wood Village, and ODOT. There are several project budget items that may be low, including contingency and escalation.

<b>Project name:</b>	<b>OR 99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development</b>
<b>Applicant:</b>	Oregon City
<b>Amount requested:</b>	\$3,832,341
<b>Project phase(s):</b>	Preliminary engineering
<b>Project overview:</b>	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Blvd, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.
<b>Risk scoring</b>	<b>Low (14)</b>
<b>Risk overview</b>	Project will require outside delivery, require coordination with other transit agencies, utilities like Water Environmental Services (WES), and require coordination with ODOT, including the ODOT Mobility Advisory Committee. Finally, there are some inherent complexities with proximity to the Willamette River.

<b>Project name:</b>	<b>Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue</b>
<b>Applicant:</b>	Milwaukie
<b>Amount requested:</b>	\$2,707,217
<b>Project phase(s):</b>	Preliminary engineering
<b>Project overview:</b>	Develop buffered bike/pedestrian multiuse path adjacent to Railroad Ave from 37th Ave to Linwood Ave in Milwaukie. Multiuse path will connect existing sidewalks at 37th Ave, Linwood/Harmony Ave, and intersecting side streets.
<b>Risk scoring</b>	<b>Low (12)</b>
<b>Risk overview</b>	This project will require outside delivery. Additionally, it is in the vicinity of a railroad, but it is scoped to avoid the need for major railroad approval.

<b>Project name:</b>	<b>SW 175th Design: SW Condor Lane to SW Kemmer Road</b>
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$2,593,196
<b>Project phase(s):</b>	Preliminary engineering
<b>Project overview:</b>	Project development for SW 175th Ave will include data collection, environmental studies, preliminary engineering, and right-of-way (ROW) identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln.
<b>Risk scoring</b>	<b>Low-Medium (22)</b>
<b>Risk overview</b>	The project will require coordination with the City of Beaverton and will identify right-of-way needs including a potential building acquisition (but will not acquire right-of-way in this stage of project development). Additionally, there are minor budget considerations, including a slightly low project contingency budget.



## Projects through Construction

<b>Project name:</b>	<b>Beaverton Creek Trail: Merlo Road Improvements</b>
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$6,640,700
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Design and construct a multi-use trail on the south side of Merlo Rd between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools, and recreation for the Aloha community.
<b>Risk scoring</b>	<b>Medium (42)</b>
<b>Risk overview</b>	The project will require coordination with the City of Beaverton, Beaverton School District, Clean Water Services (CWS), TriMet, and The Tualatin Hill Parks and Recreation District (THPRD). Temporary construction easements are expected to be required. There is uncertainty regarding the extent of utility impacts and required water quantity/quality mitigation. Additionally, there are minor budgetary risks, including a slightly low contingency and lack of lighting costs. Lastly, there may be a discrepancy between the required local match and the expected cost reflected in the cost estimate provided by the County.

<b>Project name:</b>	<b>Beaverton Downtown Loop: SW Hall Boulevard – 3rd Street to 5th Street</b>
<b>Applicant:</b>	Beaverton
<b>Amount requested:</b>	\$4,649,687
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Design and construct a complete street on SW Hall Blvd between 3rd St and 5th St with raised cycle track, shared bike/pedestrian or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.
<b>Risk scoring</b>	<b>Low (14)</b>
<b>Risk overview</b>	Minor risk considerations for this project include the amount of existing project development and the coordination with TriMet and Clean Water Services (CWS). The project will require outside delivery.

<b>Project name:</b>	<b>Bridge Crossing of Hwy. 26 by the Westside Trail</b>
<b>Applicant:</b>	Tualatin Hill Parks & Recreation District
<b>Amount requested:</b>	\$6,000,000
<b>Project phase(s):</b>	Right-of-way & construction
<b>Project overview:</b>	Construct a 12-foot wide multi-use trail bridge over US 26 eliminating out of direction bike/ped routes along high injury/crash corridors; serving historically marginalized communities & improving safety/access to transit, schools, jobs, & 2040 Centers.
<b>Risk scoring</b>	<b>Medium (42)</b>
<b>Risk overview</b>	This project has already had extensive project development, helping mitigate risks, but there are still Inherent Risks due to location specific complexities. The project will require outside delivery and coordination with the City of Beaverton, US Army Corps of Engineers, ODOT, and Washington County. The project will require right-of-way dedication or coordination with BPA, City of Beaverton, and Columbia Sportswear. Large overhead transmission lines and nearby wetlands introduce additional complexities. Finally, the project will require additional funding sources (in addition to RFFA) to fund the project through construction.

<b>Project name:</b>	<b>Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W</b>
<b>Applicant:</b>	Sherwood
<b>Amount requested:</b>	\$8,860,030
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Design and construction of a regional trail between SW Pacific Hwy, SW Edy Rd, and SW Roy Rogers Rd
<b>Risk scoring</b>	<b>Medium (38)</b>
<b>Risk overview</b>	This project will require outside delivery and coordination with Clean Water Services (CWS), Sherwood Parks and Recreation, Washington County, and ODOT. There is a discrepancy of approximately \$1.36 million between the cost estimate and the application. Permanent and temporary easements will be required to construct the trail. Finally, there are some inherent risks around construction through a wetland and potential impacts to migratory bird habitat.

<b>Project name:</b>	<b>Cedar Mill Better Bus and Access to Transit Enhancements</b>
<b>Applicant:</b>	Washington County
<b>Amount requested:</b>	\$5,252,300
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	The Cedar Mill Safe Access to Priority Transit Corridors project aims to improve bus reliability and provide safe access to transit along Cornell Rd and Barnes Rd within the Cedar Mill Town Center. The scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations to achieve this goal.
<b>Risk scoring</b>	<b>Low-Medium (24)</b>
<b>Risk overview</b>	The project will require coordination with the City of Beaverton and TriMet. In addition, the project will require temporary construction easements and minor utility relocations.

<b>Project name:</b>	<b>Clackamas Industrial Area Improvements: SE Jennifer Street MUP</b>
<b>Applicant:</b>	Clackamas County
<b>Amount requested:</b>	\$7,228,290
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, American with Disability Act (ADA) ramps, and multi-use path to improve access to jobs, destinations, and transitional housing communities in the Clackamas Industrial Area, including Veterans Village and Clackamas Village. Network gaps will be filled along the northern side of SE Jennifer St, from SE 106th Ave to SE 122nd Ave, a small gap along the western edge of SE 122nd Ave, and a small gap on the southern side of SE Jennifer St just west of 120th Ave.
<b>Risk scoring</b>	<b>Medium-High (44)</b>
<b>Risk overview</b>	The project will require coordination with the City of Happy Valley and with Clackamas Valley Railway. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Right-of-way needs consist of several permanent easements and property acquisitions. In addition, overhead utilities are present along the corridor and may require relocation. Finally, there is inherent risk around the construction through and near an active railroad facility.

<b>Project name:</b>	<b>Gladstone Historic Trolley Trail Bridge Construction</b>
<b>Applicant:</b>	Gladstone
<b>Amount requested:</b>	\$8,721,932
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.
<b>Risk scoring</b>	<b>Medium-High (52)</b>
<b>Risk overview</b>	The project will require outside delivery and coordination with Oregon City, Water Environmental Services (WES), Clackamas County, Portland General Electric (PGE), as well as several permitting authorities. As it currently stands, the project is not fully funded although additional funding sources are being pursued. Right-of-way needs include permanent easements for the river crossing (from the Oregon Division of State Lands) and for the southern landing of the bridge. The project will have multiple utility impacts including PGE lines and vaults, natural gas lines, and fire hydrant and water meter relocations. The project will also likely be subject to fish passage regulations and face other complexities related to construction across the Clackamas River. There has been some project development to date, and additional Preliminary Engineering will be completed through a separate, previously funded project which may help mitigate these risks. Because that project is just getting underway, it can't yet provide insights into necessary mitigation actions at this point.

<b>Project name:</b>	<b>NE Glisan Street: 82nd Avenue Multimodal Safety and Access</b>
<b>Applicant:</b>	City of Portland – Bureau of Transportation (PBOT)
<b>Amount requested:</b>	\$7,577,698
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	The project will reorganize travel lanes from 82nd Ave to I-205, add new separated bike lanes from 80th Ave to 102nd Ave, improve bus priority approaching 82nd Ave, and provide enhanced crossings at key intersections to improve safety along the NE Glisan St high crash corridor and improve access to transit and other destinations on 82nd Ave. The project includes enhanced crossings at 84th Ave, 90th Ave, and 92nd Ave, and includes sidewalk widening from 92nd Ave to I-205. The existing bike/pedestrian crossing at 87th Ave will be further enhanced, and the signals at both entrances to I-205 will be modified to allow for better safety and comfort of non-motorized street users.
<b>Risk scoring</b>	<b>Low-Medium (20)</b>
<b>Risk overview</b>	There are several risk considerations for this project, including coordination with ODOT at I-205 ramp terminals, coordination with TriMet, minor uncertainty about the match funding source, and the need for temporary construction easements.



<b>Project name:</b>	<b>NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue</b>
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	\$9,420,793
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Construct new sidewalks and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.
<b>Risk scoring</b>	<b>Medium (30)</b>
<b>Risk overview</b>	This project will require project development, including outreach, which may impact the scope of the project as outreach to the immediate community has been limited to date. The project will require some utility relocation for likely sub-transmission electrical lines, which should be relocated at the utility's expense. An increase in the impervious surface will require stormwater quality and quantity mitigation, and coordination with Fairview will be necessary.

<b>Project name:</b>	<b>NE MLK Jr. Boulevard Safety and Access to Transit</b>
<b>Applicant:</b>	City of Portland – Bureau of Transportation (PBOT)
<b>Amount requested:</b>	\$4,879,517
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock St to NE Lombard St) at key locations to improve safety for people walking, crossing, and accessing transit along this corridor. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.
<b>Risk scoring</b>	<b>Low-Medium (16)</b>
<b>Risk overview</b>	There are several minor risk considerations for this project, including limited budget contingency, amount of existing project development, minor uncertainty about the match funding source, and need to coordinate with TriMet. Of note, there is also a \$500,000 discrepancy between the requested funds and the cost estimate. The scope of the project is relatively focused, however, reducing overall risk of scope completion.

<b>Project name:</b>	<b>NE Prescott Street: 82nd Avenue Multimodal Safety and Access</b>
<b>Applicant:</b>	City of Portland – Bureau of Transportation (PBOT)
<b>Amount requested:</b>	\$7,732,932
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	This project will improve safety and access to transit and other destinations on 82nd Ave by redesigning Prescott St. It addressed major infrastructure needs along the project area particularly with regards to crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan currently underway and supports the future 82nd Ave FX (frequent express) transit project.
<b>Risk scoring</b>	<b>Low-Medium (20)</b>
<b>Risk overview</b>	This project will require project development, including outreach, which may impact the scope of the project. There is minor uncertainty about the match funding source, and there will be a need for several temporary construction easements. Additionally, there is a need to coordinate with the City of Maywood Park, ODOT, and TriMet. Finally, there may be complexities due to potential overlap with historic streetcar rail within the project extents.

<b>Project name:</b>	<b>North Dakota Street (Fanno Creek) Bridge Replacement</b>
<b>Applicant:</b>	Tigard
<b>Amount requested:</b>	\$8,000,000
<b>Project phase(s):</b>	Construction
<b>Project overview:</b>	This project will replace the existing bridge with a new bridge wide enough to accommodate bicyclists and pedestrians (on both sides) along with motor vehicles. Environmental regulations will require a new bridge to be significantly higher and longer than the current bridge.
<b>Risk scoring</b>	<b>Medium-High (50)</b>
<b>Risk overview</b>	The project will require outside delivery and coordination with ODOT, ODOT Rail, and Clean Water Services (CWS). The project will require additional funding sources (in addition to RFFA) to fund the project through construction. There are right-of-way needs including multiple acquisitions, permanent easements, and temporary construction easements. Minor utility impacts have been noted. Additionally, there is inherent risk around both the construction of a bridge through wetlands and the reconstruction of a railroad crossing.

<b>Project name:</b>	<b>NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue</b>
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	\$4,067,496
<b>Project phase(s):</b>	Preliminary engineering & construction
<b>Project overview:</b>	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.
<b>Risk scoring</b>	<b>Low-Medium (18)</b>
<b>Risk overview</b>	There are several minor risk considerations for this project, including a slightly low mobilization cost and adjustment for inflation, the amount of existing project development and outreach, and the minor impacts to Portland General Electric (PGE) and Ziplly Fiber utilities.

<b>Project name:</b>	<b>OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements</b>
<b>Applicant:</b>	Happy Valley
<b>Amount requested:</b>	\$12,026,118
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Construct bike and pedestrian facilities on the south side of OR 212 and construct a second southbound vehicle turn lane at the OR 212/224 junction.
<b>Risk scoring</b>	<b>Medium (40)</b>
<b>Risk overview</b>	The project will require outside delivery and coordination with Clackamas County, ODOT, and TriMet. There are risk considerations regarding the amount of previous project development, and as currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additional complexities include the anticipated Environmental Assessment, minor utility relocations, and wetland impacts.

<b>Project name:</b>	<b>Outer Halsey Street and Outer Foster Road (ITS Signal Improvements)</b>
<b>Applicant:</b>	City of Portland – Bureau of Transportation (PBOT)
<b>Amount requested:</b>	\$4,416,999
<b>Project phase(s):</b>	Preliminary engineering & construction
<b>Project overview:</b>	The project will add Intelligent Transportation Systems (ITS) signal improvements along the project area. It will implement speed management timing, freight signal priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.
<b>Risk scoring</b>	<b>Low (14)</b>
<b>Risk overview</b>	There are several minor risk considerations, including low budget contingency, the amount of existing project development, and uncertainty regarding the source of the City's funding match. The project may also require some coordination with TriMet and ODOT regarding ODOT owned but PBOT maintained signals.

<b>Project name:</b>	<b>Red Electric Trail East of SW Shattuck Rd</b>
<b>Applicant:</b>	City of Portland -- Portland Parks & Recreation (PP&R)
<b>Amount requested:</b>	\$7,677,446
<b>Project phase(s):</b>	Preliminary engineering & construction
<b>Project overview:</b>	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including improvements for a safer street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland
<b>Risk scoring</b>	<b>Low-Medium (24)</b>
<b>Risk overview</b>	The project will require outside delivery and coordination with PBOT. The project cost estimate is not itemized and may not reflect the required fees for ODOT coordination or PBOT delivery and was not able to be evaluated for unit cost consistency with industry trends. There are also minor risk considerations regarding street lighting needs.



<b>Project name:</b>	<b>Smart SW 185th Avenue ITS and Better Bus Project</b>
<b>Applicant:</b>	Hillsboro
<b>Amount requested:</b>	\$4,572,738
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Ave and W Baseline Rd intersection.
<b>Risk scoring</b>	<b>Low-Medium (16)</b>
<b>Risk overview</b>	The project will require outside delivery. There are minor risk considerations, including railroad impacts and coordination with TriMet and Washington County.

<b>Project name:</b>	<b>W Burnside Green Loop Crossing</b>
<b>Applicant:</b>	City of Portland – Bureau of Transportation (PBOT)
<b>Amount requested:</b>	\$3,938,250
<b>Project phase(s):</b>	Preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	<p>The project will add a signalized crossing for bicyclists and pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza.</p> <p>Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.</p>
<b>Risk scoring</b>	<b>Low (6)</b>
<b>Risk overview</b>	<p>This project has a very focused scope, which reduces risk. Minor risk considerations include the nearby vaulted sidewalks and uncertainty about the exact source of the City's funding match.</p>

<b>Project name:</b>	<b>Westside Trail Segment 1 - King City</b>
<b>Applicant:</b>	King City
<b>Amount requested:</b>	\$7,841,343
<b>Project phase(s):</b>	Planning, preliminary engineering, right-of-way, & construction
<b>Project overview:</b>	The Westside Trail Segment 1 project provides a connection between the Tualatin River and Beef Bend Rd, where ultimately, it will connect to other part of the regional trail system, enabling people to walk or bike through a network of trails linking parks and natural areas. Aligned with an existing utility corridor, the project will construct a new multi-use path along with new street connections, and utility improvements and relocations.
<b>Risk scoring</b>	<b>Medium (34)</b>
<b>Risk overview</b>	The project will require outside delivery and coordination with Washington County, Clean Water Services (CWS), Portland General Electric (PGE), and Bonneville Power Administration (BPA). There are several minor risk considerations including the amount of existing project development, water quantity/quality mitigation, the status of the right-of-way needs, and uncertainty around the local community support.

Appendix 1  
28-30 Regional Flexible Fund Step 2 Outcomes Evaluations All Applications Ratings Summary - DRAFT

Project Tracker ID	Project	Applicant	Subregion	Project Description	Project Type	Project Purpose	Total Regional Flexible Fund Request	Total Estimated Cost	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
<a href="#">CFP24</a>	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Active Transportation	Construction	\$ 7,577,698.00	\$ 8,445,000.00	72.64	Best	77.78%	82.05%	42.42%	81.48%	66.67%	85.42%
<a href="#">CFP18</a>	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	Multnomah	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Active Transportation	Construction	\$ 4,067,495.00	\$ 4,533,038.00	62.25	Best	82.54%	61.54%	48.48%	25.92%	63.33%	91.67%
<a href="#">CFP16</a>	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Active Transportation	Construction	\$ 6,640,700.00	\$ 7,401,700.00	60.87	Best	52.38%	76.92%	42.42%	55.56%	56.67%	81.25%
<a href="#">CFP23</a>	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.	Active Transportation	Construction	\$ 4,879,517.00	\$ 5,438,000.00	60.56	Best	74.60%	76.92%	34.85%	40.74%	63.33%	72.92%
<a href="#">CFP10</a>	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Active Transportation	Construction	\$ 6,000,000.00	\$ 30,334,019.00	59.81	Better	65.08%	61.54%	39.39%	37.03%	60.00%	95.83%
<a href="#">CFP5</a>	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Active Transportation	Construction	\$ 7,732,932.00	\$ 8,618,000.00	58.65	Better	76.19%	51.28%	37.88%	40.74%	50.00%	95.83%
<a href="#">CFP12</a>	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Active Transportation	Construction	\$ 8,721,932.00	\$ 9,720,196.00	57.8	Better	76.19%	61.54%	45.45%	44.44%	40.00%	79.17%
<a href="#">CFP17</a>	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Active Transportation	Construction	\$ 4,649,687.00	\$ 5,181,865.00	56.28	Better	58.73%	46.15%	34.85%	62.97%	60.00%	75.00%
<a href="#">CFP28</a>	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Transit	Construction	\$ 5,252,300.00	\$ 6,690,000.00	55.65	Better	50.79%	46.15%	43.94%	59.26%	56.67%	77.08%
<a href="#">CFP8</a>	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Highway	Construction	\$ 12,026,118.00	\$ 13,402,560.00	52.32	Better	76.19%	38.46%	40.91%	29.63%	93.33%	35.42%
<a href="#">CFP26</a>	W Burnside Green Loop Crossing	Portland BOT	Portland	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Active Transportation	Construction	\$ 3,938,250.00	\$ 4,389,000.00	52.21	Better	68.26%	66.67%	24.24%	37.03%	56.67%	60.42%
<a href="#">CFP3</a>	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Active Transportation	Construction	\$ 7,228,290.00	\$ 8,055,600.00	51.1	Better	58.73%	30.77%	31.82%	44.44%	86.67%	54.17%
<a href="#">CFP13</a>	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Active Transportation	Construction	\$ 9,420,793.00	\$ 10,499,045.00	49.55	Good	57.14%	71.80%	36.37%	40.74%	43.33%	47.92%
<a href="#">CFP19</a>	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Other	Construction	\$ 4,416,999.00	\$ 4,922,544.00	48.41	Good	58.73%	61.54%	33.33%	51.85%	60.00%	25.00%
<a href="#">CFP6</a>	Westside Trail Segment 1 - King City	King City	Washington	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations.	Active Transportation	Construction	\$ 7,841,343.00	\$ 9,568,610.00	46.85	Good	60.31%	56.41%	39.39%	33.33%	16.67%	75.00%
<a href="#">CFP22</a>	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	Replace bridge with bike lanes and sidewalk.	Other	Construction	\$ 8,000,000.00	\$ 26,336,556.00	44.74	Good	60.32%	38.46%	30.30%	18.52%	50.00%	70.83%
<a href="#">CFP29</a>	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road.	Active Transportation	Construction	\$ 8,973,000.00	\$ 9,960,030.00	44.14	Good	23.81%	66.67%	28.79%	51.85%	16.67%	77.08%
<a href="#">CFP9</a>	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland.	Active Transportation	Construction	\$ 7,677,446.00	\$ 9,176,962.00	43.99	Good	39.69%	61.54%	31.82%	29.63%	20.00%	81.25%
<a href="#">CFP21</a>	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Active Transportation	Construction	\$ 4,572,738.00	\$ 5,272,738.00	43.73	Good	49.21%	48.72%	37.88%	44.45%	46.67%	35.42%

Project Tracker ID	Project	Applicant	Subregion	Project Description	Project Type	Project Purpose	Total Regional Flexible Fund Request	Total Cost Estimate	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
<a href="#">CFP15</a>	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Planning	Project Development	\$ 897,300.00	\$ 1,000,000.00	81.41	Best	80.95%	79.49%	61.40%	85.19%	100.00%	N/A
<a href="#">CFP14</a>	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Active Transportation	Project Development	\$ 3,832,341.00	\$ 4,270,970.00	53.88	Better	66.67%	58.98%	45.62%	48.15%	50.00%	N/A
<a href="#">CFP11</a>	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Active Transportation	Project Development	\$ 2,707,217.00	\$ 3,017,070.00	53.09	Better	65.08%	71.79%	38.60%	33.33%	56.67%	N/A
<a href="#">CFP25</a>	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Roadway	Project Development	\$ 983,000.00	\$ 1,095,500.00	31.25	Good	49.21%	33.33%	26.32%	7.41%	40.00%	N/A
<a href="#">CFP27</a>	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign the roadway between SW Cooper Mountain Lane and SW Silier Ridge Lane.	Roadway	Project Development	\$ 2,593,200.00	\$ 2,890,000.00	26.95	Good	52.38%	33.33%	17.54%	14.81%	16.67%	N/A

## Appendix 1

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

28-30 Regional Flexible Funds Step 2: Construction Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
<a href="#">CFP24</a>	NE Glisan St: 82nd Avenue Multimodal Safety and Access	72.64	Best	Best	Best	Best	Best	Best	Best
<a href="#">CFP18</a>	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	62.25	Best	Best	Better	Best	Good	Better	Best
<a href="#">CFP16</a>	Beaverton Creek Trail: Merlo Road Improvements	60.87	Best	Better	Best	Best	Best	Better	Best
<a href="#">CFP23</a>	NE MLK Jr Blvd Safety and Access to Transit	60.56	Best	Best	Best	Better	Better	Better	Better
<a href="#">CFP10</a>	Bridge Crossing of Hwy. 26 by the Westside Trail	59.81	Better	Best	Better	Better	Better	Better	Best
<a href="#">CFP5</a>	NE Prescott St: 82nd Ave Multimodal Safety and Access	58.65	Better	Best	Good	Better	Better	Better	Best
<a href="#">CFP12</a>	Gladstone Historic Trolley Trail Bridge Construction	57.8	Better	Best	Better	Best	Better	Better	Better
<a href="#">CFP17</a>	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	56.28	Better	Better	Good	Better	Best	Better	Better
<a href="#">CFP28</a>	Cedar Mill Better Bus and Access to Transit Enhancements	55.65	Better	Better	Good	Best	Best	Better	Better
<a href="#">CFP8</a>	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	52.32	Better	Best	Good	Better	Good	Best	Good
<a href="#">CFP26</a>	W Burnside Green Loop Crossing	52.21	Better	Best	Best	Good	Better	Better	Good
<a href="#">CFP3</a>	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	51.1	Better	Better	Good	Good	Better	Best	Good
<a href="#">CFP13</a>	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	49.55	Good	Better	Best	Better	Better	Better	Good
<a href="#">CFP19</a>	Outer Halsey and Outer Foster (ITS Signal Improvements)	48.41	Good	Better	Better	Better	Best	Better	Good
<a href="#">CFP6</a>	Westside Trail Segment 1 - King City	46.85	Good	Better	Better	Better	Better	Good	Better
<a href="#">CFP22</a>	North Dakota Street (Fanno Creek) Bridge Replacement	44.74	Good	Better	Good	Good	Good	Better	Better
<a href="#">CFP29</a>	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	44.14	Good	Good	Best	Good	Best	Good	Better
<a href="#">CFP9</a>	Red Electric Trail East of SW Shattuck Rd	43.99	Good	Good	Better	Good	Good	Good	Best
<a href="#">CFP21</a>	Smart SW 185th Avenue ITS and Better Bus Project	43.73	Good	Better	Good	Better	Better	Better	Good

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications									
Project Tracker ID	Project	Total Score	Overall Rating	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy	Design
<a href="#">CFP15</a>	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	81.41	Best	Best	Best	Best	Best	Best	N/A
<a href="#">CFP14</a>	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	53.88	Better	Better	Better	Better	Better	Better	N/A
<a href="#">CFP11</a>	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	53.09	Better	Better	Best	Better	Better	Better	N/A
<a href="#">CFP25</a>	Lakeview Blvd - Jean Rd to McEwan Rd	31.25	Good	Good	Good	Good	Good	Better	N/A
<a href="#">CFP27</a>	SW 175th Design: SW Condor Lane to SW Kemmer Road	26.95	Good	Good	Good	Good	Good	Good	N/A



## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Equitable Transportation - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Equitable Transportation
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	82.5%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	77.8%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Best	76.2%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Best	76.2%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Best	76.2%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Best	74.6%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Best	68.3%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Best	65.1%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	60.3%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	60.3%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	58.7%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Better	58.7%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	58.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	57.1%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Better	52.4%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	50.8%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	49.2%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	39.7%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	23.8%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Equitable Transportation
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	81.0%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	66.7%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	65.1%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	52.4%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	49.2%

## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Safe System - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Safe System
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	82.1%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	76.9%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Best	76.9%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Best	71.8%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Best	66.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Best	66.7%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	61.5%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	61.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	61.5%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Better	61.5%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Better	61.5%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	56.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Good	51.3%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Good	48.7%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Good	46.2%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Good	46.2%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	38.5%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	38.5%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	30.8%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Safe System
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	79.5%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Best	71.8%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	59.0%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	33.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	33.3%

## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Climate Action Resilience - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Climate Action & Resilience
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	48.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Best	45.5%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Best	43.9%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	42.4%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	42.4%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Better	40.9%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	39.4%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	39.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	37.9%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	37.9%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	36.4%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	34.9%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	34.9%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	33.3%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	31.8%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	31.8%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	30.3%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	28.8%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Good	24.2%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Climate Action & Resilience
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	61.4%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	45.6%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	38.6%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	26.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	17.5%



## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Mobility Options - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Mobility Options
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	81.5%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Best	63.0%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Best	59.3%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	55.6%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Best	51.9%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Best	51.9%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	44.5%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	44.4%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Better	44.4%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	40.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	40.7%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	40.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Better	37.0%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	37.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	33.3%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	29.6%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	29.6%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Good	25.9%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Good	18.5%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Mobility Options
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	85.2%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	48.2%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	33.3%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	14.8%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Good	7.4%

## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Thriving Economy - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Thriving Economy
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Best	93.3%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Best	86.7%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	66.7%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	63.3%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Better	63.3%
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Better	60.0%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	60.0%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Better	60.0%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	56.7%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Better	56.7%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Better	56.7%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Better	50.0%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	50.0%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Better	46.7%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Better	43.3%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	40.0%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Good	20.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Good	16.7%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Good	16.7%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Thriving Economy
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	Best	100.0%
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	Better	56.7%
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	Better	50.0%
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	Better	40.0%
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	Good	16.7%

## Appendix 1

### 28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Ratings Summary: Design - DRAFT

28-30 Regional Flexible Funds Step 2: Construction Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Design
CFP10	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$ 6,000,000.00	59.81	Best	95.8%
CFP5	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Portland	\$ 7,732,932.00	58.65	Best	95.8%
CFP18	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$ 4,067,495.00	62.25	Best	91.7%
CFP24	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Portland	\$ 7,577,698.00	72.64	Best	85.4%
CFP16	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$ 6,640,700.00	60.87	Best	81.3%
CFP9	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Portland	\$ 7,677,446.00	43.99	Best	81.3%
CFP12	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$ 8,721,932.00	57.8	Better	79.2%
CFP29	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$ 8,973,000.00	44.14	Better	77.1%
CFP28	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$ 5,252,300.00	55.65	Better	77.1%
CFP17	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$ 4,649,687.00	56.28	Better	75.0%
CFP6	Westside Trail Segment 1 - King City	King City	Washington	\$ 7,841,343.00	46.85	Better	75.0%
CFP23	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Portland	\$ 4,879,517.00	60.56	Better	72.9%
CFP22	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$ 8,000,000.00	44.74	Better	70.8%
CFP26	W Burnside Green Loop Crossing	Portland BOT	Portland	\$ 3,938,250.00	52.21	Good	60.4%
CFP3	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$ 7,228,290.00	51.1	Good	54.2%
CFP13	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$ 9,420,793.00	49.55	Good	47.9%
CFP8	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$ 12,026,118.00	52.32	Good	35.4%
CFP21	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$ 4,572,738.00	43.73	Good	35.4%
CFP19	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Portland	\$ 4,416,999.00	48.41	Good	25.0%

28-30 Regional Flexible Funds Step 2: Planning and Project Development Applications							
Project Tracker ID	Project	Applicant	Subregion	Total Regional Flexible Fund Request	Total Score	Overall Rating	Design
CFP15	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$ 897,300.00	81.41	N/A	N/A
CFP11	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$ 2,707,217.00	53.09	N/A	N/A
CFP14	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$ 3,832,341.00	53.88	N/A	N/A
CFP25	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$ 983,000.00	31.25	N/A	N/A
CFP27	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$ 2,593,200.00	26.95	N/A	N/A



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions**

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?		0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes

**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions**

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14: Do you have any comments about any of the topics covered in the Safe System section?		0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions**

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?			No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the "green wave", signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Is the project located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	No	No	No
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	2	No	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?			No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Performance Measures Criteria and Scoring Questions

RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?			No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?			No	N/A	No



## Appendix 2

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**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path**

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	No	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path**

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Clackamas Industrial Area Improvements: SE Jennifer Street Multi-Use Path

Project ID:	CFP3							
Project Name:	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Prescott St: 82nd Ave Multimodal Safety and Access**

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Prescott St: 82nd Ave Multimodal Safety and Access**

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Prescott St: 82nd Ave Multimodal Safety and Access**

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE Prescott St: 82nd Ave Multimodal Safety and Access

Project ID:	CFP5							
Project Name:	NE Prescott St: 82nd Ave Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community Street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Westside Trail Segment 1 - King City**

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Westside Trail Segment 1 - King City**

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Westside Trail Segment 1 - King City

Project ID:	CFP6							
Project Name:	Westside Trail Segment 1 - King City							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements**

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	3.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corrdor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements**

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



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Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.67	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements

Project ID:	CFP8							
Project Name:	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Red Electric Trail East of SW Shattuck Road**

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Red Electric Trail East of SW Shattuck Road**

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Red Electric Trail East of SW Shattuck Road**

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Red Electric Trail East of SW Shattuck Road

Project ID:	CFP9							
Project Name:	Red Electric Trail East of SW Shattuck Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:**  
**Bridge Crossing of Highway 26 by the Westside Trail**

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:**  
**Bridge Crossing of Highway 26 by the Westside Trail**

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnnyaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:**  
**Bridge Crossing of Highway 26 by the Westside Trail**

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Funds Step 2 Outcomes Evaluation Individual Score Summary:

Bridge Crossing of Highway 26 by the Westside Trail

Project ID:	CFP10							
Project Name:	Bridge Crossing of Hwy. 26 by the Westside Trail							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	5.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue**

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.67	See instructions in SS8.	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue**

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES," then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue**

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue

Project ID:	CFP11							
Project Name:	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Gladstone Historic Trolley Trail Bridge Construction**

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Gladstone Historic Trolley Trail Bridge Construction**

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Gladstone Historic Trolley Trail Bridge Construction**

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Gladstone Historic Trolley Trail Bridge Construction

Project ID:	CFP12							
Project Name:	Gladstone Historic Trolley Trail Bridge Construction							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Halsey Complete Street: 192nd Avenue - 201st Avenue**

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE Halsey Complete Street: 192nd Avenue - 201st Avenue

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.67	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



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**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Halsey Complete Street: 192nd Avenue - 201st Avenue**

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE Halsey Complete Street: 192nd Avenue - 201st Avenue

Project ID:	CFP13							
Project Name:	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



Appendix 2

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OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development

Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2.Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



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28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development

Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development

Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.67	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

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Project ID:	CFP14							
Project Name:	OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Highway, Community boulevard, Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning**

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
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**NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning**

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	1.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.67	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning**

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	1.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	3.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	1.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE 223rd Avenue: NE Glisan to NE Marine Drive Safety Corridor Planning

Project ID:	CFP15							
Project Name:	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	1.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Creek Trail: Merlo Road Improvements**

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Creek Trail: Merlo Road Improvements**

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Creek Trail: Merlo Road Improvements**

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Beaverton Creek Trail: Merlo Road Improvements

Project ID:	CFP16							
Project Name:	Beaverton Creek Trail: Merlo Road Improvements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street**

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.33	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street**

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street**

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	2.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Beaverton Downtown Loop: SW Hall Boulevard - 3rd Street to 5th Street

Project ID:	CFP17							
Project Name:	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue**

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	3.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	2.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



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Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



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RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	2.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue

Project ID:	CFP18							
Project Name:	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	3.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Outer Halsey and Outer Foster (ITS Signal Improvements)**

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.33	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Outer Halsey and Outer Foster (ITS Signal Improvements)**

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.67	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Outer Halsey and Outer Foster (ITS Signal Improvements)**

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.67	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	1.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.67	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Outer Halsey and Outer Foster (ITS Signal Improvements)

Project ID:	CFP19							
Project Name:	Outer Halsey and Outer Foster (ITS Signal Improvements)							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.67	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	0.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Smart SW 185th Avenue ITS and Better Bus Project**

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Smart SW 185th Avenue ITS and Better Bus Project**

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	0.33	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	2.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Smart SW 185th Avenue ITS and Better Bus Project**

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.67	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Smart SW 185th Avenue ITS and Better Bus Project

Project ID:	CFP21							
Project Name:	Smart SW 185th Avenue ITS and Better Bus Project							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**North Dakota Street (Fanno Creek) Bridge Replacement**

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	1.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.00	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**North Dakota Street (Fanno Creek) Bridge Replacement**

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.33	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**North Dakota Street (Fanno Creek) Bridge Replacement**

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	1.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.33	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.33	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.33	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

North Dakota Street (Fanno Creek) Bridge Replacement

Project ID:	CFP22							
Project Name:	North Dakota Street (Fanno Creek) Bridge Replacement							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE MLK Jr. Boulevard Safety and Access to Transit**

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE MLK Jr. Boulevard Safety and Access to Transit**

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	1.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE MLK Jr. Boulevard Safety and Access to Transit**

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.67	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.33	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.67	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	2.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE MLK Jr. Boulevard Safety and Access to Transit

Project ID:	CFP23							
Project Name:	NE MLK Jr Blvd Safety and Access to Transit							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**NE Glisan Street: 82nd Avenue Multimodal Safety and Access**

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.67	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	4.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	1.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



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**NE Glisan Street: 82nd Avenue Multimodal Safety and Access**

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.67	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.67	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



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Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.67	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	1.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

NE Glisan Street: 82nd Avenue Multimodal Safety and Access

Project ID:	CFP24							
Project Name:	NE Glisan St: 82nd Avenue Multimodal Safety and Access							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Lakeview Boulevard: Jean Road to McEwan Road**

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.67	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	0.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Lakeview Boulevard: Jean Road to McEwan Road**

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	1.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.33	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or complete filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.33	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
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**Lakeview Boulevard: Jean Road to McEwan Road**

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.33	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.67	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.67	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.33	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Lakeview Boulevard: Jean Road to McEwan Road

Project ID:	CFP25							
Project Name:	Lakeview Blvd - Jean Rd to McEwan Rd							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	2.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**W Burnside Green Loop Crossing**

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	1.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	1.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	1.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	1.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.33	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	1.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	1.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	1.00	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**W Burnside Green Loop Crossing**

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	1.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	Yes	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	Yes	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	Yes	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**W Burnside Green Loop Crossing**

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	1.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.67	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

W Burnside Green Loop Crossing

Project ID:	CFP26							
Project Name:	W Burnside Green Loop Crossing							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Regional boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.00	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**SW 175th Design: SW Condor Lane to SW Kemmer Road**

Project ID:	CFP27							
Project Name:	SW 175th Design: SW Condor Lane to SW Kemmer Road							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	1.67	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.33	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	0.67	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	1.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.67	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**SW 175th Design: SW Condor Lane to SW Kemmer Road**

Project ID:	CFP27							
Project Name:	SW 175th Design: SW Condor Lane to SW Kemmer Road							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.33	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.33	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.67	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**SW 175th Design: SW Condor Lane to SW Kemmer Road**

Project ID:	CFP27							
Project Name:	SW 175th Design: SW Condor Lane to SW Kemmer Road							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.33	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.33	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	0.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.67	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.33	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	0.33	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

SW 175th Design: SW Condor Lane to SW Kemmer Road

Project ID:	CFP27							
Project Name:	SW 175th Design: SW Condor Lane to SW Kemmer Road							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community street	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	1.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	1.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	0.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	0.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No

**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Cedar Mill Better Bus and Access to Transit Enhancements**

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	1.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	1.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	0.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	2.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	1.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	0.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	1.00	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	3.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury corridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.33	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	2.67	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	0.33	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Cedar Mill Better Bus and Access to Transit Enhancements**

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	0.00	See instructions in SS8.	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.67	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	1.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	2.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	1.33	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	0.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	0.33	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	0.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	0.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	0.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	2.33	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Cedar Mill Better Bus and Access to Transit Enhancements**

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.67	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.00	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	0.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	0.67	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	1.00	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	0.33	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	1.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	Yes	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	1.33	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	1.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	1.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.67	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	1.00	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Cedar Mill Better Bus and Access to Transit Enhancements

Project ID:	CFP28							
Project Name:	Cedar Mill Better Bus and Access to Transit Enhancements							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	1.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Community boulevard	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	4.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	2.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	1.67	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W**

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Equitable Transportation	In an Equity Focus Area (EFA)	ET1. Is the project located in an Equity Focus Area (EFA)?	0.00	Score 1 point if project is in or touches an EFA. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	In an Equity Focus Area (EFA)	ET2. Is the project located in an EFA for all three focus communities?	0.00	Score 1 point if project is in an EFA with all three focus communities. Focus communities are: Persons of Color, Limited English Proficiency, Low-Income. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET3. Is project located in tract with a below-regional average walkability score?	1.00	Score 1 point if project tract has walkability score below regional average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET4. Is the project on either the pedestrian or bicycle gaps map?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET5. Is the project withing .25 mile of a frequent transit route or stop?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improves access to community places for BIPOC, underserved communities	ET6. If the project is on the gap map, does the project close an active transportation gaps or upgrades substandard facilities along frequent transit lines and stations in EFAs?	0.00	This is a GIS dependent question. See responses to ET1, ET4 - ET5 first. If ET1 and ET4 are marked "YES" then score this question. Total available points is 3. Score 1 point if project includes/addresses pedestrian OR bicycle system completion elements and in EFA. Score 2 if project includes/addresses pedestrian AND bicycle system completion scope elements and in EFA. Score additional 1 point if pedestrian or bicycle gap completion is within .25 mile a frequent transit route in an EFA.	3	No	Yes	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET7. Is project tract area below regional average for life expectancy?	0.00	Score 1 point if project tract has life expectancy score below regional average (80.5 yrs). If no data for a specific tract, score 0. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET8. Is the project located in an area to have higher than regional average diesel particulate matter concentration?	0.00	Score 1 point if project tract has diesel particulate matter level higher than regional average (0.62 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET9. Is the project in an area with higher than regional average level of air toxics?	0.00	Score 1 point if project tract has air toxics level higher than regional average (0.57 ug/m3). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Makes improvements in area with poor community health outcomes	ET10. Is the project located on high injury corridor or intersection within an Equity Focus Area?	0.00	Score 1 point if project is in or touches an EFA AND is also located on a high injury corridor or intersection. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improves access to low-(and middle?) wage jobs	ET11. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is located in a tract above region average. GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET12. Is the project in a tract area with lower than regional average vehicle access?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET13. Is the project in a tract area with lower than regional average walkability and community service access?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET14. Is the project in a tract area with longer transit access to jobs travel times (lower score) than regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET15. Based on the GIS responses, does the project improve travel options in an area with lower than regional average vehicle access, walkability and community service access, and/or transit access to jobs?	1.00	This is a GIS dependent question. See GIS responses to ET12 - ET14 first. If marked "YES" in any of those, then score this question. Score 1, 2, or 3 points if the project scope describes making improvements in an area with lower than regional average vehicle access and/or walkability and community services access. Total available points is 3. (One point for each: improving vehicle access in tract areas with lower than average vehicle access; improving walkability and community service access in tract area with lower than average walkability and community services; improving transit access to jobs in tract areas with longer travel times)	3	No	Yes	Yes
Equitable Transportation	Removes, reduces disparities and barriers (jobs, transit, services for equity communities)	ET16. What other barriers exist that the project can address?	0.33	Score 1 if the applicant has clearly identified disparities or barriers beyond those listed above and identified how the project is intended to address that barrier.	1	No	Yes	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET17. Is the project in an area with higher than regional average level of renter housing burden?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET18. Is the project in an area with higher than regional average cost burdens (transportation + housing)?	0.00	Score 1 point if the project tract has higher than regional average cost burdens (Transportation cost burden calculated in ET12, ET14. Housing cost burden calculated in ET17). GIS evaluated.	1	Yes	No	Yes
Equitable Transportation	Improvement in area with high lack of access to vehicle/high housing + transportation burden	ET19. How has public input informed project's prioritization?	2.67	Total available score: 5. Score 1 - 5, based on your review of Community Involvement application questions. Has the public been informed of the project and had sufficient opportunities to comment? Has that input informed how the project has been developed and prioritized for funding? Score 1 - 5 if there is demonstrated public involvement and implementation of that input.	5	No	Yes	Yes
Equitable Transportation	Reviewer feedback	ET20. Do you have any comments about any of the topics covered in the Equitable Transportation section?			0	No	N/A	No
Safe System	Project location is designated as a priority for safety improvements	SS1. Is the project located on a high injury coridor?	0.00	Score 1 point if project is located at or on a high injury corridor.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS2. Is the project located on a regional pedestrian or bicycle high injury corridor?	0.00	Score 1 point if the project is on either pedestrian or bicycle regional high injury corridor. GIS evaluated.	1	Yes	No	Yes
Safe System	Project location is designated as a priority for safety improvements	SS3. Did the project application indicate the project is included in a locally adopted safety action plan?	0.67	Score 1 point if the project is identified in a locally adopted safety action plan (See response to application questions Project Detail #9)	1	No	Yes	Yes
Safe System	Project location is designated as a priority for safety improvements	SS4. Are there any high injury intersections within the project area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	Yes
Safe System	Project location is designated as a priority for safety improvements	SS5. Is project addressing a specific area with a high level of fatal or severe crashes? How many?	0.00	This is a GIS dependent question. See GIS responses to SS4. If marked "YES," then score this question. If there any high injury intersections in the project area, then review the project scope. In particular review application questions Project Detail #8 and #9. Based on responses, are there any scope elements to increase traffic safety in the specific area? If so, score 1 point. Max 1 point available.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS6. Does the project's design classification include prioritized functions for the pedestrian realm?	1.00	This is a GIS dependent question. See GIS response to D1. Score 1 point if the project's scope includes prioritized pedestrian functions. Review project scope only if response to D1 is one of the following design classifications: Regional Boulevard, Community Boulevard, Regional Street, Community Street, Regional Trail. If the project does not carry one of these design classifications, please score 0.	1	No	Yes	Yes
Safe System	Design elements prioritize pedestrian safety	SS7. Are the preferred design elements being used for pedestrian functions according to the functional class and design classification?	3.00	Max available score of 3 points. Score 1-3 points if the project design classification and design elements represent the highest pedestrian priority design according to design classification. To help, see responses to design section application questions #41 and #42. Are the pedestrian functions for the desired environment selected to show pedestrian access and mobility as "Priority?" Also look at the current conditions section application question #3 and 4 related to speeds for pedestrian environment context.	3	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS8. Does the project address a network gap?	1.00	This is a GIS dependent question. See GIS response from ET4. If ET4 is marked "YES" then score questions SS8 and SS9.  Total pts available = 2. 1 point for partial fill (SS8); 1 additional point for completely filling gap (SS9).	1	No	Yes	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS9. Does the project completely fill the gap?	1.00	See instructions in SS8.	1	No	Yes	Yes



Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Safe System	Fills (completely, partially) AT or Trails network gap	SS10. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	Score 1 point if the project is identified on the Regional Trails Major Investment Strategy.	1	Yes	No	Yes
Safe System	Fills (completely, partially) AT or Trails network gap	SS11. Is the project located with a K-12 school walkshed?	Yes	Reference only. No points allocated. Verify responses all in current conditions question #7 in project application.	0	No	N/A	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS12. Does project contain elements that improve active transportation access to a school?	1.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project description includes walking/biking/rolling safety elements to the network leading to the school(s). If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Project is within 1 mile (or designated walking zone) of a K-12 school Safe Routes to School	SS13. Does the project address a school identified safety hazard?	0.00	This is a GIS dependent question. See GIS response to question SS11. If marked "YES," then score this question. 1 point available if project describes and explicitly references the project elements address a school identified safety hazard. If SS11 response is "NO" score as 0.	1	No	Yes	Yes
Safe System	Reviewer feedback	SS14. Do you have any comments about any of the topics covered in the Safe System section?			0	No	N/A	No
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR1. Is the project completing sidewalks and trails gaps near transit? Does project add/improve an prioritized connection to transit?	0.00	Score 1 point if project is on a tier 1 or 2 priority level on the TriMet pedestrian plan map. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR2. Is project on an Enhanced Transit Corridor pilot list?	0.00	Score 1 point if the project is categorized as an ETC project in the 2023 RTP. GIS evaluated.	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR3. Is the project included in the Better Bus segment groupings analysis?	0.00	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluated	1	Yes	No	Yes
Climate Action and Resilience	Provides/increases transit option (CSS rating = 5 stars)	CAR4. Does project include scope elements to increase the efficiency of transit operations? Can include stop and/or intersection enhancements.	0.00	Refer to the Enhanced Transit treatments and toolbox (see page 4-19 or page 77 of Regional Transit Strategy (RTS) for description of enhanced transit type tools for operations). Max score 2 points available. Score 1 point if project includes non-infrastructure modifying elements (i.e. signal retiming, etc.); score 2 points if project includes infrastructure modifying (i.e. dedicated right of way, bus pull outs). Review the Regional Transit Strategy here. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	2	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR5. Does project increase or add Active Transportation infrastructure?	1.00	Max score 1 point. Review project scope. Is the project adding new or expanding active transportation network? Score 1 point if project adds or expands AT infrastructure to make cycling/walking safer, easier and more attractive.	1	No	Yes	Yes
Climate Action and Resilience	Provides/increases bicycling/walking (CSS rating = 3 stars)	CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?	0.00	Review project scope. Max score 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.	2	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR7. Is the project located on a planned minor or major arterial street according to the Motor Vehicle policy map in the 2023 RTP?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR8. Is project likely to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets?	1.00	Two ways to assess this measure. Max score 1 point available if either Part 1 or Part 2 applies. (Does not have to be both, just one) Part 1 is a GIS dependent question. See response to CAR7 and the GIS result.  Part 1: See response to CAR7. If the response is "YES," review the project scope elements. Do the project other scope elements compliment and add elements (system management, etc.) to move vehicular traffic from adjacent collector and local streets? If scope elements include, then score 1 point.  Part 2: If response to CAR7 is "NO," then review of project scope. Does the project help to complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities? This can include a minor collector making a connection or a dead end punch through. Should include complimentary complete streets elements.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR9. Does the project include or address gap in either the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian OR bicycle system completion elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR10. Does the project include or address gap in BOTH the bicycle or pedestrian networks?	1.00	This is a GIS dependent question. See GIS response to question ET4. Score 1 point if project includes pedestrian AND bicycle system completion scope elements. No distinguishment with this question on partial or full filling of gap. No distinguishment if project is in an EFA.	1	No	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR11. Applicable to Trail Projects: Is the project located on the regional trails system plan?	1.00	Score 1 point if the trail project is on the regional trails system map. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Improves/adds street connectivity (CSS rating = 1 star)	CAR12. Applicable to Trail Projects: Is the project identified as a regional trails major investment?	1.00	This is a GIS dependent question. See GIS response to SS10. If marked "YES," then score 1 point if the project is on the Regional Trails Major Investment Strategy. GIS evaluated.	1	Yes	Yes	Yes
Climate Action and Resilience	Integrates transportation demand management strategies (outside of TSMO) as part of the project (Climate Smart Strategy rating = 3 stars)	CAR13. Does the project scope include Transportation Demand Management strategies to support and compliment the infrastructure project?	0.00	Max score 3 points. Review project scope, particularly response to Project Detail question 11 in application. Score if the project includes or speaks to any transportation demand management strategies implementation with the completion of the project. Do not score for project development applications.	3	No	Yes	Yes
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR14. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	In a designated 2040 Land Use center or corridor (or connects to?)	CAR15. Is project located in or improves multimodal connections to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to CAR14. If marked "YES" then review project scope and score. Max score 1 point. Score if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR16. Is the project is located in an urban heat island?	No	Reference only. No points allocated. GIS evaluated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'.	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?	0.00	This is a GIS dependent question. See GIS response to CAR16. If marked "YES," then review project scope and score. Score 1 point if project includes scope elements (e.g. street trees, tree canopy, green infrastructure) which address urban heat effects.	1	No	Yes	Yes
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR18. Project is located in a high environmental hazard potential risk area?	No	Reference only. No points allocated. GIS evaluated. High environmental hazard potential defined here as 'project located in census tract in top quartile of tract hazard index'	0	No	N/A	No
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR19. Is the project located in an area with low canopy coverage?	No	Reference only. No points allocated. GIS evaluated. Low canopy coverage defined here as 'project located in census tract in bottom quartile of tract canopy coverage percentage'.	0	No	N/A	No



**Appendix 2**  
**28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:**  
**Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W**

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Climate Action and Resilience	Increases tree canopy, green infrastructure and decreases impervious surfaces to mitigate for climate change	CAR20. Does the project scope includes mitigation element? Examples include green infrastructure to manage stormwater or street trees in areas with lower than average tree canopy coverage.	0.00	This is a double GIS dependent question. See GIS response to CAR18. If marked "YES" then review project scope. Score 1 point if project scope elements includes environmental hazard mitigation elements, such as green infrastructure, street trees, increased canopy coverage. If CAR19 is marked "YES," then score additional 1 point if scope includes tree canopy mitigation elements. Max score 2 points.	2	No	Yes	Yes
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR21. Is the project on an Emergency Transportation Route?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Climate Action and Resilience	Addresses an Emergency Transportation Route	CAR22. Does the project scope elements look to increase the resilience of infrastructure (e.g. seismic, flooding, wildfires) or add mobility options?	0.00	This is a triple GIS dependent question. See GIS responses to CAR18, CAR20, and CAR21. If marked "YES" to any, the review project scope elements. Score 1 point if the scope includes elements that increase resilience of infrastructure OR add mobility options/mobility redundancy along an Emergency Transportation Route.	1	No	Yes	Yes
Climate Action and Resilience	Decreases impervious surface	CAR23. Project scope includes elements to manage stormwater.	0.33	Review project scope. Score 1 point if scope description includes stormwater management features beyond what may be considered required.	1	No	Yes	Yes
Climate Action and Resilience	Reviewer feedback	CAR24. Do you have any comments about any of the topics covered in the Climate Action and Resilience section?				No	N/A	No
Mobility Options	Improves/adds street connectivity	MO1. Does the project increases street connectivity to support direct and multiple route options?	1.00	Review project scope. Does the project include a new street segments or proposes to convert a dead end street into a street connection for different modes of travel? A partially GIS dependent question. Please reference responses in CAR8 to help inform scoring. If yes, then score 1 point. This can also include enhancing a substandard street to a complete street.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO2. Does the project provide shorter trips for people walking, bicycle, and/or accessing transit.	1.00	Review project scope. Does the project create new paths or redundancies in the network that reduces circuitous travel? Are the paths pedestrian or cycling infrastructure focused? A partially GIS dependent question. Please reference responses to MO1 and CAR8 to help inform scoring. Score 1 point, if project scope reflects shorter travel and if project street connectivity elements includes pedestrian and cycling infrastructure.	1	No	Yes	Yes
Mobility Options	Improves/adds street connectivity	MO3. Is the project located on a high injury corridor or intersection?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Mobility Options	Project area has a high number of crashes (all severities)	MO4. Does the project provide a safer alternative to a high-crash location?	1.00	This is a GIS depedent question. Review if project is located within a 1/2 mile of either direction of a high injury corridor or intersection. If located within 1/2 mile, then review project scope. Do the scope elements enhances or creates an alternate connection to a high crash location? Max score 1 point.	1	No	Yes	Yes
Mobility Options	Increases reliability and efficiency for all travel modes	MO5. Does the project include treatments to increase reliability and efficiency for all modes, considering roadway/street functional classification and design classification?	0.67	This is a GIS depedent question. Review response to project question D1, design classification. Based on the design classification, are reliability treatments - if any identified and for any mode - consistent with design classification? If so, do the treatments increase reliability and efficiency? Examples include bicycle signals to support the “green wave”, signal timing, travel time messages, and leading pedestrian intervals. Score 1 point if treatments are consistent with design classification and increase reliability and efficiency.	1	No	Yes	Yes
Mobility Options	Provides/increases transportation option	MO6. Does the project fill a gap or deficiency in AT network?	1.00	This is a GIS dependent question. See GIS responses to CAR9 and CAR10. If either marked "YES"then score 1 point.	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO7. Does the project include elements that improve transit reliability?	0.00	Review project scope. Score 1 point if project contains elements from ETC toolbox or other transit-specific mobility elements. <a href="https://www.oregonmetro.gov/regional-transit-strategy">https://www.oregonmetro.gov/regional-transit-strategy</a>	1	No	Yes	Yes
Mobility Options	Reduces delay for transit	MO8. Is the project located on a segment of transit network that suffers from delay (and ultimately reliability)?	No	Score 1 point if the project is located along the Better Bus Analysis Segments, highlighted here: <a href="https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/">https://nelsonnygaard.shinyapps.io/trimet-bdat-systemwide-simple/</a> GIS evaluted	1	Yes	No	Yes
Mobility Options	Reduces delay for transit	MO9. Does the project scope address transit delay and reliability?	0.00	This is a partially GIS dependent question. See response to MO7 and GIS response to MO8. If MO8 is a "YES," then review project scope. If scope addresses transit delay using elements in MO7 score 1 point. If the transit delay segment being served is one of in terms of high ridership routes, score additional 1 point. Ridership data available here: <a href="https://trimet.org/about/performance.htm#route">https://trimet.org/about/performance.htm#route</a>	1	Yes	Yes	Yes
Mobility Options	Improves freight reliability	MO10. Does the project improve reliability by removing a barrier or making an improvement on the regional freight system?	0.00	This is a GIS dependent question. See GIS responses to TE10 and TE12. If marked "YES" to any, review scope elements and review responses to TE11 and TE13. If project scope appears to be removing a barrier or enhancing mobility on the freight network, then score 1 point.	1	No	Yes	Yes
Mobility Options	Reviewer feedback	MO11. Do you have any comments about any of the topics covered in the Mobility Options section?				No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE1. Is the project located in a tract with # of target industries greater than (>) the regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Support/provide/increases access to Target Industries	TE2. Does project improve access to a tract with # of target industries > regional average?	0.00	This is a GIS dependent question. See GIS response to TE1. If marked "YES" then score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract?	1	No	Yes	Yes
Thriving Economy	Industrial/Commercial developability	TE3. Does project improve access to a tract with # of developable acres > regional average?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Industrial/Commercial developability	TE4. Does project improve access to a tract with # of developable acres > regional average?	0.00	This is a GIS dependent question. See GIS response to TE3. If marked "YES" then review project scope and score. Does the project include scope elements that increases multimodal access to get around with in or get to that tract? Review application responses to Project Detail questions 14, 15, and 16 to be helpful here.	1	No	Yes	Yes
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE5. Is project located in a designated 2040 land use area?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	In a designated 2040 Land Use center or corridor (or connects to?)	TE6. Is project located in or provides multimodal connection to a designated 2040 land use area?	0.00	This is a GIS dependent question. See GIS response to TE5. Score 1 point if project scope includes elements to enhance multimodal improvements within or connecting to a 2040 land use area.	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE7. Does the project scope fill a gap or address a substandard active transportation facility and/or increases access to transit infrastructure on a regional facility?	1.00	This is a partial GIS depedent question. Max score available: 3. Score 1 point per: 1) if project addresses active transportation on a regional facility; 2) increases access to industrial and transport facilities (see GIS response to TE8 for reference); 3) makes improvements to a segment of identified (either source) freight routes or connectors.	3	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE8. Is the project located in or within a .5 mile distance to a Title 4 land use designation?	Yes	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE9. Does the project scope includes elements to increase access industrial and transport facilities (e.g. creates a new connection and/or multimodal connection).	0.67	This is a GIS dependent question. See GIS response to TE8, score only if marked "YES."Max score 1 point. Does the project scope include elements to increase access to industrial and transport facilities?	1	No	Yes	Yes
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE10. Is the project located on the regional freight network	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE11. Does project make improvements to freight network?	0.00	This is a GIS dependent question. See GIS response to TE10, if marked "YES" then review project scope elements enhance multimodal access on the roadway. Max score 1 point. This can include sidewalk infill, bicycle facilities infill or enhancement (e.g. separation, protection), infill near transit stops	1	No	Yes	Yes

Appendix 2

28-30 Regional Flexible Fund Step 2 Outcomes Evaluation Individual Score Summary:

Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W

Project ID:	CFP29							
Project Name:	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W							
RTP Goal Area	Performance Measure	Evaluation Question-Criteria	Project Application Average Score	Instructions on How to Score	Max Points Available in Question	GIS Evaluated Scored Question	Subjective Review Question	Scoring Question
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE12. Is the project located in a Title 4 industrial center?	No	Reference only. No points allocated. GIS evaluated.	0	No	N/A	No
Thriving Economy	Increases multimodal mobility and access to industrial and transport facilities	TE13. Does the project increase multimodal access and options within a Title 4 industrial center?	0.00	This is a GIS depdent question. See GIS response to TE8 and TE12; if marked "YES" then review project scope elements. Max score 1 point. Score 1 point if scope elements add new mobility option or enhances existing option (e.g. upgrades an existing bicycle lane from buffered to protected) in or connecting to the Title 4 industrial center.	1	No	Yes	Yes
Thriving Economy	Increases access to jobs	TE14. Is project in tract with an above-regional average number of jobs within 30 mins. (all modes)?	0.00	Score 1 point if project is in an area with an above regional average number of jobs accessible within 30 minutes (by all modes). GIS evaluated.	0	Yes	Yes	No
Thriving Economy	Reviewer feedback	TE15. Do you have any comments about any of the topics covered in the Thriving Economy section?				No	N/A	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D1. What is the design classification of the project roadway? NOTE: Trails do not have a design classification.	Trail/Multi-Use Path	Reference only. No points allocated. GIS evaluated.	0	Yes	No	No
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D2. Based on the functions appropriate for the design classification, are the design recommended prioritized functions being prioritized?	3.33	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Refer to the responses to application Design section questions 41 - 57. Also look at the responses to Design section questions 35 and 36. Based on the responses, are the priority functions of the design classification being prioritized in the scope of work? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D3. Are the preferred designs according to design classification being applied as part of the scope of work for the project?	3.00	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses to the Design section of the application. In particular, note where questions about preferred design treatments are being used. Max score is 3. Score on a 1-3 scale. Projects where a majority of the scope elements are preferred designs, score 3. Projects where around half of the scope elements are preferred designs score 2. Projects where minimal preferred treatments are in the scope, score 1. Projects where no preferred treatments, score 0.	3	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D4. Is the project purpose and scope elements, is the project consistent with the design classification and functional class identified for the project?	3.67	Refer to Designing Livable Streets and Trails Guidebook chapter 3, 4, and Chapter 6 - Table on page 6.4 <a href="https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf">https://www.oregonmetro.gov/sites/default/files/2024/10/25/Designing-Livable-Streets-and-Trails-Guide-20241025-1.pdf</a>  Review the responses in the Design section of the application. Does the project description reflects an overall appropriate design for the facility's primary purposes? Max score is 5. Score on a scale of 1-5.	5	No	Yes	Yes
Design	Does the project design represent the best possible improvement in project area, based on functional classification?	D5. What constraints were articulated that the project faces (geographic, financial, ROW, etc.)? What efforts were made to mitigate these constraints? How well did the project design adapt and sought to the design classification and prioritized functions in light of these constraints?	2.33	Review the responses to the Design section of the application, particularly of the trade-offs question. Does the project design and description reflects a sufficient compromise given the identified constraints? Max score 3 points. An example of this is a project design in a constrained ROW reducing vehicle travel lane width to provide/improve bike and walking facilities, even though each mode may have a less-than-preferred design.	3	No	Yes	Yes
Design	Reviewer feedback	D6. Do you have any comments about any of the topics covered in the Design section?				No	N/A	No



**4.1 Resolution No. 25-5473 For the Purpose of Adding a New ODOT Public  
Transportation Awarded Project into the 2024-27 MTIP for TriMet  
Supporting Elderly and Disabled Persons Transit Needs**  
*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING A NEW</b>	)	RESOLUTION NO. 25-5473
<b>ODOT PUBLIC TRANSPORTATION</b>	)	
<b>AWARDED PROJECT INTO THE 2024-27</b>	)	Introduced by: Chief Operating
<b>MTIP FOR TRIMET SUPPORTING</b>	)	Officer Marissa Madrigal in
<b>ELDERLY AND DISABLED PERSONS</b>	)	concurrence with Council President
<b>TRANSIT NEEDS</b>	)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation (ODOT) Public Transportation Division has awarded TriMet \$2,134,621 of federal Surface Transportation Block Grant funds in support of TriMet's Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, TriMet will provide the minimum match requirement and use the funding to procure eligible replacement paratransit buses and/or vehicles, and:

WHEREAS, ODOT will initiate and complete the required flex transfer of the FHWA based funding to FTA which will allow TriMet to then access, obligate, and expend the funding award; and

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on March 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the new project as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



**Exhibit A**  
**March 2025, Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: MR25-08-MAR**

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

**Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD):** Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 March Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 25-5473				
March 2025 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR25-08-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # <b>23838</b> MTIP ID TBD <i>New Project</i>	ODOT PTD	<b>Transit Vehicle Replacement Tri-Met FFY25</b>	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

<b>Proposed Amendment Review and Approval Steps</b>	
<b>March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing</b>	
Date	Action
Tuesday, March 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.)
Friday, March 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, March 20, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, April 10, 2025	Metro Council Meeting – Final Metro amendment approval request.
May, 2025?	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment

**ADD NEW PROJECT**

Add the ODOT PTD awarded 5310  
vehicle replacement project

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>23838</b>	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>MR25-08-MAR</b>		STIP Amendment ID:	24-27-2324		

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new 5310 paratransit vehicle replacement project award to the MTIP. Funding is awarded from the ODOT Public Transportation Division (PTD) to TriMet in support of FTA Section 5310 program areas. The funding will support 5310 program area replacement vehicle procurements,

<b>Project Name:</b>	<b>Transit Vehicle Replacement Tri-Met FFY25</b>						
<b>Lead Agency:</b>	<b>ODOT PTD</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	<b>Yes</b>		

**Short Description:**

ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.

**MTIP Detailed Description (Internal Metro use only):**

ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.

**STIP Description:**

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.



Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit ODOT Work Type:	Transit - Vehicles TRANSIT			Vehicles - Replacement				Capital Improvement	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 2,134,621	\$ 2,134,621
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 244,317	\$ 244,317
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Total Estimated Project Cost									\$ 2,378,938
Total Cost in Year of Expenditure:									\$ 2,378,938

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ <b>2,378,938</b>
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	<b>100.0%</b>
Amended Phase Matching Funds:	\$ -		\$ -	\$ -		\$ 244,317	\$ <b>244,317</b>
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	<b>10.27%</b>
<b>Phase Programming Summary Totals</b>							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
<b>Phase Composition Percentages</b>							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
<b>Phase Programming Percentage</b>							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>ODOT Public Transportation Division award to TriMet</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. New State STBG (to be flex transferred to FTA and for TriMet is being added to the MTIP</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes, via STIP Impacts Worksheet and confirmation from the ODOT Statewide Investments Management Section Manager</b>
4. Level of funding approval?	<b>ODOT Public Transportation manager level and the ODOT Statewide Investments Management Section Manager</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Adequate for now.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						



RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>RTP ID - 10928: Operating Capital: Fleet Vehicles: Phase 1</b>
RTP Project Description:	<b>Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.</b>

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>	
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>	
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>Estimated to be Tuesday, March 4, 2025 to Wednesday, April 2, 2025</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	

5. Did the project amendment result in a significant number of comments? **Comments are not expected other than a possible description revision request from TriMet as part of the public comments period**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

#### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	FTA Section 5310 funding are federal funds intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas

#### Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
OT	SW TRANSIT	2024-2027 STIP	2025	2,378,938.00	2,134,621.00	0.00	244,317.00	1/14/25: Create new project per 24-27-2324.
	<b>OT Totals</b>			<b>2,378,938.00</b>	<b>2,134,621.00</b>	<b>0.00</b>	<b>244,317.00</b>	
	<b>Grand Totals</b>			<b>2,378,938.00</b>	<b>2,134,621.00</b>	<b>0.00</b>	<b>244,317.00</b>	

#### Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	2,378,938.00	89.73%	2,134,621.00	0.00%	0.00	10.27%	244,317.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>2,378,938.00</b>		<b>2,134,621.00</b>		<b>0.00</b>		<b>244,317.00</b>
	<b>Grand Totals</b>			<b>2,378,938.00</b>		<b>2,134,621.00</b>		<b>0.00</b>		<b>244,317.00</b>

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	N/A	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X			
Added notes:								



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 10, 2025  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request  
– MR25-08-MAR

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED  
PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND  
DISABLED PERSONS TRANSIT NEEDS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

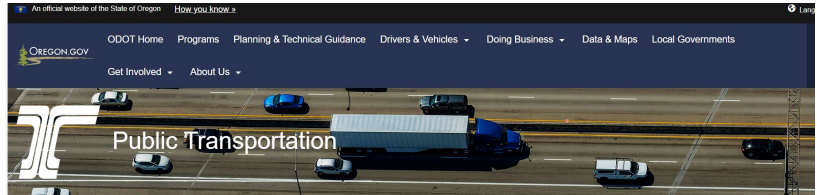
#### **What is the requested action?**


**TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.**

#### **TPAC March 7, 2025, Meeting Summary:**

TPAC members received their official notification and overview of the amendment bundle. There was no significant discussion. TPAC unanimously provided their approval recommendation for JPACT to approve Resolution 25-5473 containing the new paratransit replacement vehicle replacement project.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1		Key Number: 23838		Status: Add New Project																																																																																																	
Project Name:		Transit Vehicle Replacement Tri-Met FFY25																																																																																																			
Lead Agency:		ODOT PTD																																																																																																			
Description:		ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.																																																																																																			
Funding Summary:		<p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA's Transit Award Management System (TrAMS).</p>  <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table><thead><tr><th>Overall STIP Fix-It Funding Allocations by Program</th><th>Federal</th><th>SHF</th><th>HB 2017</th><th>B/P 1%</th><th>TOF</th><th>Local</th><th>Total</th></tr></thead><tbody><tr><td>Discretionary Non-Highway</td><td>174,145,647</td><td>2,567,500</td><td>-</td><td>9,728,630</td><td>686,727</td><td>6,910,443</td><td>194,038,947</td></tr><tr><td>Off-System Bike Ped</td><td>49,213,147</td><td>-</td><td>-</td><td>-</td><td>-</td><td>5,632,665</td><td>54,845,812</td></tr><tr><td>SRTS Education</td><td>4,000,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>444,444</td><td>4,444,444</td></tr><tr><td>Transportation Options</td><td>7,500,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>833,333</td><td>8,333,333</td></tr><tr><td>Bike-Ped Strategic</td><td>45,000,000</td><td>-</td><td>-</td><td>5,150,451</td><td>-</td><td>-</td><td>50,150,451</td></tr><tr><td>ODOT SRTS Infrastructure</td><td>25,000,000</td><td>-</td><td>-</td><td>2,861,362</td><td>-</td><td>-</td><td>27,861,362</td></tr><tr><td>Transit Vehicle Replacement</td><td>15,000,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>15,000,000</td></tr><tr><td>Passenger Rail Facility Planning</td><td>1,000,000</td><td>-</td><td>-</td><td>-</td><td>114,454</td><td>-</td><td>1,114,454</td></tr><tr><td>Great Streets</td><td>22,432,500</td><td>2,567,500</td><td>-</td><td>-</td><td>-</td><td>-</td><td>25,000,000</td></tr><tr><td>Innovative Mobility Pilot</td><td>5,000,000</td><td>-</td><td>-</td><td>-</td><td>572,272</td><td>-</td><td>5,572,272</td></tr><tr><td>21-24 ODOT SRTS Infrastructure</td><td>-</td><td>-</td><td>-</td><td>1,716,817</td><td>-</td><td>-</td><td>1,716,817</td></tr></tbody></table>				Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total	Discretionary Non-Highway	174,145,647	2,567,500	-	9,728,630	686,727	6,910,443	194,038,947	Off-System Bike Ped	49,213,147	-	-	-	-	5,632,665	54,845,812	SRTS Education	4,000,000	-	-	-	-	444,444	4,444,444	Transportation Options	7,500,000	-	-	-	-	833,333	8,333,333	Bike-Ped Strategic	45,000,000	-	-	5,150,451	-	-	50,150,451	ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362	Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000	Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454	Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000	Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272	21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817
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Amendment Action:		The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.																																																																																																			

<p>Added Notes:</p>	<p>Project Location: NA: Regional application</p> <p>About FTA's Section 5310 Program:</p>  <p><b>Overview</b></p> <p>This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p><b>Eligible Activities</b></p> <p>Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> <li>• Buses and vans</li> <li>• Wheelchair lifts, ramps, and securement devices</li> <li>• Transit-related information technology systems, including scheduling/routing/one-call systems</li> <li>• Mobility management programs</li> <li>• Acquisition of transportation services under a contract, lease, or other arrangement</li> </ul> <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> <li>• Travel training</li> <li>• Volunteer driver programs</li> <li>• Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features</li> <li>• Improvements to signage, or way-finding technology</li> <li>• Incremental cost of providing same day service or door-to-door service</li> </ul>
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	<ul style="list-style-type: none"><li>• Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs</li><li>• Mobility management programs</li></ul>
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## **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

## **APPROVAL STEPS AND TIMING**

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March 2025 Formal MTIP amendment (MR25-08-MAR) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.

- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

#### Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	February 28, 2025
• Initiate the required public notification/comment process.....	March 4, 2025
• TPAC approval recommendation to JPACT.....	March 7, 2025
• <b>JPACT approval and recommendation to Council.....</b>	<b>March 20, 2025</b>
• Completion of public notification/comment process.....	April 2, 2025
• Metro Council approval.....	April 10, 2025

#### Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 15, 2025
• USDOT clarification and final amendment approval.....	Late May 2025

#### Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- ~~As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.~~
- As of March 7, 2025, FHWA has reversed their two-step approval process. Formal/Full MTIP/STIP amendments only require approval from the FHWA state field office. They will not require a second approval from FHWA Headquarters in Washington DC.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

**RECOMMENDED ACTION:**

**TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.**

No Attachments.



# JPACT Worksheet

**Agenda Item Title: FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5473 (March 2025 Regular MTIP Formal Amendment)**

**Presenters: None.** The March 2025 Regular MTIP Formal Amendment bundle under Resolution 25-5473 is requested to be included on the JPACT Consent Calendar.

**Contact for this worksheet/presentation:** (If needed) Ken Lobeck, Funding Program Lead.

**Purpose/Objective:**

**FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS**

**Approval Recommendation:**

**TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.**

**Outcome:**

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended project in the 2024-27 MTIP and STIP enabling the awarded project to obligate and expend their federal funds through FTA.

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

None. This is the first time the item is coming before JPACT for approval.

**What packet material do you plan to include?**

1. Draft Resolution 25-5473 covering the new ODOT Public Transportation Division award to TriMet in support of paratransit replacement vehicles.
2. Exhibit A to Resolution 25-5463 (MTIP worksheet) showing the specific changes to the project.
3. Staff Report in support of the formal amendment's action to add the new project which provides a summary of the project changes, review processes, and required approval steps. There are no attachments with the staff report.

### **March 2025 Regular MTIP Formal Amendment Overview:**

- The formal MTIP amendment includes three projects:
  - Involves a \$2.13 million ODOT funding award supporting TriMet's procurement of paratransit replacement vehicles
  - Will be added to the MTIP and STIP with ODOT as lead agency for the project.
  - ODOT will initiate the required flex transfer of FHWA based funds over to FTA. Ince accepted by FTA, the funds will be converted to FTA Section 5310 funds supporting the elderly and disabled transportation needs.
  - Once converted to FTA Section 5310 funds, TriMet will complete the obligation process to access and expend the funds as part of their replacement vehicle purchase.
- There is no known opposition to the formal amendment.

#### **4.2 Consideration of the February 20, 2025 JPACT Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025



**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)**Meeting Minutes  
February 20<sup>th</sup>, 2025**MEMBERS PRESENT**

Shannon Singleton  
Nafisa Fai  
Paul Savas  
Keith Wilson  
Travis Stovall  
Jef Dalin  
Joe Buck  
Rian Windsheimer  
Sam Desue  
Ali Mirzakhali  
Anne McEnerny-Ogle  
Juan Carlos Gonzalez  
Ashton Simpson  
Christine Lewis

**AFFILIATION**

Multnomah County  
Washington County  
Clackamas County  
City of Portland  
Cities of Multnomah County  
Cities of Washington County  
Cities of Clackamas County  
Oregon Department of Transportation  
TriMet  
Oregon Department of Environmental Quality  
City of Vancouver  
Metro Council  
Metro Council  
Metro Council

**MEMBERS EXCUSED**

Curtis Robinhold  
Carley Francis  
Leann Caver

**AFFILIATION**

Port of Portland  
Washington State Department of Transportation  
C-Tran

**ALTERNATES PRESENT**

Heidi Lueb  
Brett Sherman  
Chris Ford  
Michael Orman  
Devin Reck  
Scott Patterson

**AFFILIATION**

Cities of Washington County  
Cities of Clackamas County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
C-Tran

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.  
Chair Gonzalez called the roll and declared a quorum.

## **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Metro staff Ramona Perrault read aloud the instructions for providing public testimony.

Chris Smith: Representing No More Freeways, raised concerns about the MTIP amendment

Sarah Iannarone: Executive Director of The Street Trust, raised concerns about securing funding for projects and expressed support for regionalism

## **3. UPDATES FROM THE CHAIR**

Chair Gonzalez introduced Ted Leybold, who shared the fatal traffic accidents that have occurred since the last JPACT meeting.

Ted Leybold additionally presented the Transit Minute. Leybold provided updates on ridership numbers and trends from 2024, noting the results of recent investments and progress on the regional vision for transportation.

Chair Gonzalez highlighted the redistribution of funds to the MTIP on the consent agenda, the trip to Washington D.C. planned for Fall 2025, and the ongoing State Legislative Session in Salem.

## **4. CONSENT AGENDA**

Chair Gonzalez stated that there were three items on the Consent Agenda: Consideration of the January 16 Minutes, Resolution No. 25-5464 For The Purpose Of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP, and Resolution No. 25-5465 For the Purpose of Canceling an ODOT Rail Hazards Safety Project and Adding Three New Metro Planning Studies to the 2024-27 MTIP.

**MOTION:** Mayor Joe Buck moved to approve the consent agenda, seconded by Mayor Anne McEnerny-Ogle.

**ACTION:** The consent agenda was unanimously approved.

## **5. INFORMATION/DISCUSSION ITEMS**

### **5.1 28-30 Regional Flexible Fund Allocation- Revised Bond Scenarios Discussion**

Ted Leybold, Metro, introduced the topic.

Grace Cho, Metro, presented on the recent work regarding the proposed bonding of a portion of the 28-30 Regional Flexible Fund Allocation (RFFA) Program.

Discussion:

Mayor Joe Buck advocated for a regional approach and specifically mentioned Tualatin Valley (TV) Highway, 82nd Ave and Sunrise Corridor.

Mayor Jef Dalin stated Washington County wants to move the three big corridor projects forward.

Commissioner Shannon Singleton inquired about why the Burnside Bridge takes the largest cut and how the scenarios connect to the original scoring of the projects.

Grace Cho explained Metro staff will meet with Multnomah County staff to review these details. JPACT recommended direction that outlined purpose and principles for the bond proposal, along with an open solicitation and technical evaluation. Metro staff has worked with TPAC to take those projects and measure them against JPACT's direction.

Ali Mirzakhilili expressed interest in a risk analysis to assess partial funding of projects and serving the most constituents.

Grace Cho answered that a risk assessment was done by an outside consultant, and those results were shared at the December JPACT meeting.

Commissioner Paul Savas concurred with Mayor Buck and Mayor Dalin and wanted to recognize there is a substantial imbalance in transportation assets in the region: Clackamas County is lacking investment even though it is home to fastest growing communities and Sunset is a planning project to try to get more funding for transit in Clackamas County. Commissioner Savas supports a diversity of transit types.

Councilor Christine Lewis noted that it is important to fund projects to reach points of significance through all parts the region. Councilor Lewis stated the economic opportunities projects unlock should be a priority, particularly around housing and jobs; state and local funding opportunities can supplement federal dollars.

Commissioner Nafisa Fai emphasized \$84 million is a significant investment. Washington County is a regional partner, and we need to think as a region. Washington County is in support of fully funding TV Highway, in scenarios 3 and 4. Transit needs to cross borders.

Sam Desue reported that TriMet wants to focus on projects the leverage federal funds that significantly improve transit and maximize RFFA to leverage CIG projects; TriMet doesn't have match, and RFFA has historically been the source for match.

Chair Juan Carlos Gonzalez requested that staff remind attendees how the bonds get repaid.

Grace Cho explained future RFFA funds will go toward paying those bonds. Ted Leybold explained what comprises RFFA funds.

Chair Gonzalez asked about the timeline for the upcoming weeks.

Ted Leybold explained Metro staff will be meeting with jurisdictional staff to continue discussing details and synthesizing JPACT feedback.



## **5.2 Rose Quarter MTIP Discussion**

Ted Leybold, Metro, presented on the specifics of the MTIP amendment.

Megan Channell, ODOT, presented on the project and introduced the panel of presenters.

Jeff Morelan, Raimore Construction, presented on the workforce and contracting opportunities.

Caitlin Reff, PBOT, described the City's continued commitment to this project.

JT Flowers, Albina Vision Trust, described their work on the area around Moda Center.

### Discussion:

Commissioner Paul Savas underscored the significant amount of time and work toward building the Rose Quarter funding package and expressed his continued strong support of the project. Commissioner Savas recalled learning how much diversion happens when I-5 is congested and that freeway projects help local streets by stopping diversion, in addition to other positive community, safety, and climate impacts.

Commissioner Shannon Singleton expressed appreciation for the work and recalled facilitating the compromise for the Rose Quarter cover design. Commissioner Singleton highlighted the project as an important economic investment opportunity that can be used to uplift families in poverty.

Rian Windsheimer, ODOT, thanked all the partners working with them on this project and recognized the joint effort as well as the Legislature's funding commitment.

Councilor Ashton Simpson thanked partners and emphasized how important the project is for community. Councilor Simpson spoke to continuing to move forward with the project despite chaos at the federal level.

JT Flowers replied that in the face of federal uncertainty, the regional partners need to remain committed to delivering a fully developed and scoped-out project. Flowers reported that proposals to remove funding for the highway cover portion of the project would not be an acceptable outcome for Albina Vision Trust.

Mayor Joe Buck recommended a conversation around the different funding sources for all major projects and assessing the funding risks.

Chair Juan Carlos Gonzalez thanked the panel for attending JPACT and presenting to the committee.

## **5.3 82nd Avenue Transit Project LPA Update**

Melissa Ashbaugh, Metro presented on the 82<sup>nd</sup> Avenue Project Locally Preferred Alternative (LPA) Update.

### Discussion:

Councilor Christine Lewis expressed appreciation for the tremendous work among many to make transit function better for people in the region.

Sam Desue thanked everyone for their partnership, and stated the TriMet Board would be voting to endorse the project.

**6. MEMBER UPDATES**

There were none.

**7. ADJOURN**

Chair Gonzalez adjourned the meeting at 9:29 a.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Emma McIntosh".

Emma McIntosh,  
Recording Secretary

**5.1 Resolution No. 25-5463 For the Purpose of Amending Three  
Related I-5 Rose Quarter Projects to the 2024-27 MTIP to Add  
\$250 Million Dollars of Approved Funding to the Projects**

*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025



BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING  
THREE RELATED I-5 ROSE QUARTER  
PROJECTS TO THE 2024-27 MTIP TO  
ADD \$250 MILLION DOLLARS OF  
APPROVED FUNDING TO THE PROJECTS**

) RESOLUTION NO. 25-5463  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal in  
) concurrence with Council President  
) Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the I-5 Rose Quarter Improvement Project's purpose is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent vicinity surface streets, and enhance multimodal facilities in the project area, and support improved local connectivity and multimodal access plus improve multimodal connections between neighborhoods east and west of I-5.

WHEREAS, the Oregon Transportation Commission (OTC) approved \$250 million in new funding during their December 2024 and January 2025 meetings in support of the I-5 Rose Quarter Improvement Project; and

WHEREAS, ODOT will split the awarded funding across the I-5 Rose Quarter Improvement Project in Key 19071 and the two construction projects in Keys 23672 and 23682; and

WHEREAS, ODOT will add \$12.5 million of awarded funding to support non-construction phase activities for preliminary engineering, right-of-way, utility relocation, and the “Other” phase requirements in Key 19071; and

WHEREAS, ODOT will commit \$177.5 million for the I-5 Rose Quarter - Broadway to Weidler Phase 1 construction package in Key 23672 with the remaining \$60 million committed to the I-5 Rose Quarter - Phase 1A construction package in Key 23682; and

WHEREAS, the OTC award exceeds the \$100 million dollar threshold for capacity enhancing projects requiring Metro to complete a Performance Assessment Evaluation (PAE) as part of the amendment; and

WHEREAS, Metro completed the project PAE which included a transportation modeling analysis and examined the anticipated system performance impacts in support of the 2023 Regional Transportation Plan’s goals of equity, climate, safety, mobility, and economy; and

WHEREAS, Metro completed a 30-day plus public notification and opportunity to comment period as part of formal amendment, and ensured all submitted comments were documented and reviewed in accordance with Metro’s Public Participation Plan; and

WHEREAS, OTC’s double approval requirement process provided the required fiscal constraint demonstration verification for the new awarded funding for inclusion into the MTIP and STIP; and

WHEREAS, the programming updates to the three projects are stated in Exhibit A to this resolution; and

WHEREAS, on February 7 and February 20, 2025, Metro’s Transportation Policy and Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) respectively received an official amendment overview; and

WHEREAS, on March 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

DRAFT



**Exhibit A**  
**I-5 Rose Quarter Improvement Project Formal/Full MTIP Amendment**  
**Formal Amendment #: FB25-05-FEB1**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment represents a stand-alone formal amendment involving three Rose Quarter improvement projects. The three amended ODOT projects include the following:

- Key 19071: I-5 Rose Quarter Improvement Project (Adds \$12.5 million to the Preliminary Engineering (PE), right-of-way, Utility Relocation (UR), and Other phases).
- Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1 (Adds \$177.5 million to the construction phase).
- Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A** (Adds \$60 million to the construction phase, updates, the project name and description as a result of a scope adjustment).

Note: There is a fourth project that supports various Rose Quarter proposed improvements. This is Key 23646. The project name is Broadway Mainstreet and Supporting Connections. The lead agency is the city of Portland. This project is a separately funded project and not part of the February #1, 2025, MTIP Formal Amendment. There is no amendment action occurring to this project.

On December 4, 2024, the Oregon Transportation Commission (OTC) provided their initial approval of the \$250 million for the Rose Quarter Improvement project. During their January 16, 2025 meeting, OTC received an updated and more detailed summary describing how the \$250 million will be applied. OTC approved this item as well. See Attachments 3 and 4 to the amendment staff report for additional details.

There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the three projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** Key 19071 contains the non-construction phase programming to the Rose Quarter Improvement Project. The overall proposed improvements are on I-5 in Portland and will complete multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new over crossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. The MTIP formal amendment adds \$12.5 million the PE, ROW, UR, and Other phases. . The net change increases the total programming amount by 4.9%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):** The MTIP formal amendment adds \$177.5 million of the OTC approved \$250 million to the construction phase. The project will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities and complete compatibility construction for follow-on packages.

- **Key 23682 - ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (ODOT):** The formal amendment adds \$60 million of approved OTC funding to the construction phase. The project will construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. The project scope is updated which results in a modification to the project name and description.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #1 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 25-5463**

**I-5 Rose Quarter Improvement Project Formal Amendment Bundle Contents**

**Amendment Type: Formal/Full**

**Amendment #: FB25-05-FEB1**

**Total Number of Projects: 3**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

**Category: Amending Existing Projects to the 2024-2027 MTIP:**

(#1) ODOT Key # <b>19071</b> MTIP ID 70784	ODOT	I-5 Rose Quarter Improvement Project	Key 19071 includes the non-construction required phases (e.g. PE, ROW, UR, and Cons). The overall project is on I-5 in Portland. It will complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	<b><u>ADD FUNDS:</u></b> The formal amendment adds \$12.5 million of Oregon Transportation Commission (OTC) approved funds to PE, UR, ROW and Other phases. The Other phase slips to 2026. The net programming change increases the project by 5.3%.
(#2) ODOT Key # <b>23672</b> MTIP ID 71444	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages	<b><u>ADD FUNDS:</u></b> The formal amendment adds a total of \$250 million of OTC approved to the three existing Rose Quarter projects including Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding was approved by OTC during their December 2024 and January 2025 meetings.



Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # <b>23682</b> MTIP ID 71443	ODOT	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>	<del>Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.</del> Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071	<b><u>ADD FUNDS/SCOPE:</u></b> The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The project scope is adjusted and requires updates to the project name and description.

Proposed Amendment Review and Approval Steps	
I-5 Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing	
Note: The Rose Quarter MTIP Formal Amendment requires a 2-step approval process through the Metro TPAC and JPACT committees. The amendment bundle will be introduced to TPAC and JPACT during their February 2025 meetings. Amendment approval requests will occur during their March 2025. Meeting. Final approval from Metro Council is proposed to occurring during April 2025. Key processing milestone dates are shown below.	
Rose Quarter Improvement Project Formal MTIP Amendment Introduction and Overview	
Date	Action
Tuesday, February 4, 2025	Post amendment & begin 30+ day notification/comment period. (Comment period is February 4, 2025 to March 7, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Rose Quarter Improvement Project Formal MTIP Amendment Approval Actions	
Friday, March 7, 2025	TPAC meeting – Rose Quarter approval recommendation to JPACT requested from TPAC.

Friday, March 7, 2025	Close 30+ day public notification/comment period. Note: Comments still can be submitted via written correspondence to Metro or providing testimony at TPAC, JPACT, or Metro Council meetings.
Thursday, March 20, 2025	JPACT meeting – Rose Quarter amendment approval request and final approval recommendation provided to Metro Council
Thursday, April 3, 2025*	Metro Council Meeting – Final Metro amendment approval request provided
Late April/early May 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

\* Note: The final Metro Council date is tentative and may change.



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment

**ADD FUNDS**

Add OTC approved funds to PE,  
UR, and Other phases, slip the  
Other phase to 2026

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>19071</b>	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>70784</b>	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>FB25-05-FEB1</b>		STIP Amendment ID:	24-27-2202		

**Summary of Amendment Changes Occurring:**

The formal amendment adds new Oregon Transportation Commission (OTC) funding to the three existing Rose Quarter projects. For Key 19071, \$10 million of approved funding is added to the Preliminary Engineering (PE) phase. The ROW phase adds \$1 million and the Utility Relocation (UR) phase receives a \$1 million increase. The Other phase receives a \$500,000 boost. This totals \$12.5 million of new OTC approved funding. The Other phase is slipped from FFY 2025 to FFY 2026. The cost change increases the total programming from \$236,141,997 to \$248,641,997. This equals a 5.3% increase to the project. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

Project Name: **I-5 Rose Quarter Improvement Project**

Lead Agency:	<b>ODOT</b>	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>

**MTIP Worksheet/Exhibit A Contents for Key 19071**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	7	Project limits and cross street references
2	Project descriptions and classifications	8-9	Amendments, RTP consistency review areas and goals
3	Programming details - Federal fund portion	10-11	Public comment period, fund code descriptions, STIP review
4	Programming details - State and local funds	12-13	RTP performance measures completed assessments
5-6	Funding composition and match ratio details	14-15	Project location map and project exhibit
6-7	Known committed funding summary		



**Short Description:**

On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

**MTIP Detailed Description (Internal Metro use only):**

On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

**STIP Description:**

The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
	Highway - Other	Other Vehicle Operations	
ODOT Work Type:	MODERN		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
NHPP Exempt	M002 MOE2	2016		\$ 3,805,500					\$ 3,805,500
<del>AC-HB2017</del>	<del>ACP0</del>	<del>2016</del>		<del>\$ 82,998,000</del>					\$ -
AC-HB2017	ACP0	2016		\$ 119,886,000					\$ 119,886,000
ADVCON (RQ)	ACP0	2016		\$ 9,222,000					\$ 9,222,000
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2016</del>		<del>\$ 30,000,000</del>					\$ -
NAE23	NE01	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
<del>AC-HB2017</del>	<del>ACP0</del>	<del>2020</del>			<del>\$ 10,072,002</del>				\$ -
AC-HB2017	ACP0	2020			\$ 10,144,200				\$ 10,144,200
AC-NAE23	ACP0	2020			\$ 30,000,000				\$ 30,000,000
ADVCON (RQ)	ACP0	2020			\$ 922,200				\$ 922,200
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2025</del>				<del>\$ 7,500,000</del>			\$ -
NAE23	NE01	2025				\$ 7,500,000			\$ 7,500,000
ADVCON (RQ)	ACP0	2025				\$ 922,200			\$ 922,200
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2025</del>						<del>\$ 250,000</del>	\$ -
AC-NAE23	ACP0	2026						\$ 250,000	\$ 250,000
ADVCON (RQ)	ACP0	2026						\$ 461,100	\$ 461,100
<b>Federal Totals:</b>			\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
<b>Federal fund code notes:</b>									
1. AC-HB2017 = Advance Construction funds used as a funding placeholder which originate from authorized HB2017 funding for the project. The final conversion code could another type of eligible federal funds. This is why the advance construction are shown a federal funds.									
2. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code.									
3. NHPP Exempt = Federal National Highway Performance Program funding that are not subject (or Exempt) from various federal-aid restrictions									
4. NHPP = Federal National Highway Performance Program funds that are s subject to the usual federal-aid obligation limitations									
5. NHFP = Federal National Highway Freight Program funds									
6. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2016		\$ 321,045					\$ 321,045
<del>State (ACHB2017)</del>	<del>Match</del>	<del>2016</del>		<del>\$ 7,002,000</del>					\$ -
State (ACHB2017)	Match	2016		\$ 10,114,000					\$ 10,114,000
State (ACPO)	Match	2016		\$ 778,000					\$ 778,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
<del>NHPP (State)</del>	<del>Y001</del>	<del>2016</del>		<del>\$ 40,000,000</del>					\$ -
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
<del>State (ACHB2017)</del>	<del>Match</del>	<del>2020</del>			<del>\$ 927,998</del>				\$ -
State (ACHB2017)	Match	2020			\$ 855,800				\$ 855,800
State (ADVCON)	Match	2020			\$ 77,800				\$ 77,800
State (ADVCON)	Match	2025				\$ 77,800			\$ 77,800
State (ADVCON)	Match	2026						\$ 38,900	\$ 38,900
State Totals:			\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -		\$ -	\$ 4,000,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ 187,391,997</del>	<del>\$ 41,000,000</del>	<del>\$ 7,500,000</del>	\$ -	<del>\$ 250,000</del>	<del>\$ 236,141,997</del>
Amended Programming Totals			\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997
Total Estimated Project Cost :									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes and No	Programming only supports non-construction phase requirements. PE, ROW, UR, and Other phase programming is considered fully programmed. Partial construction phase programming is in Keys 23672 and 23682 (also part of the February #1 Formal Amendment bundle).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 10,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 500,000	\$ 12,500,000
Phase Change Percent:	0.0%	5.34%	2.4%	13.33%	0.0%	200.0%	5.3%
Amended Phase Matching Funds:	\$ -	\$ 12,634,097	\$ 855,800	\$ 77,800	\$ -	\$ 38,900	\$ 13,606,597
Amended Phase Matching Percent:	N/A	6.57%	7.13%	7.78%	N/A	7.78%	
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
State	\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	91.07%	97.78%	0.0%	0.0%	0.0%	92.49%
State	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	2.03%	0.00%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	93.1%	100.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	72.3%	16.5%	3.4%	0.0%	0.3%	92.49%
State	0.0%	5.5%	0.4%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	79.4%	16.9%	3.4%	0.0%	0.3%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 197,391,997	\$ 42,000,000	\$ 8,500,000			Aid ID
Federal Funds Obligated:		\$ 179,757,900	\$ 41,066,400	\$ 8,422,200			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction phases for Key 23682 is proposed to start in 2025 with construction in Key 23672 in 2027.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000	
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000	
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000	

					\$	-				
Rose Quarter	Other	\$	461,100	\$	38,900	\$	-	\$	500,000	Added OTC December 2024 action
USDOT Grants 2023	Other	\$	250,000	\$	-	\$	-	\$	250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$	711,100	\$	38,900	\$	-	\$	750,000	
Program Totals All Phases								Total		
ODOT Enhance								\$	1,626,545	
ODOT Region 1 Fix-It Program								\$	2,000,000	
ODOT Statewide Fix-it Program								\$	1,000,000	
HB2017 Discretionary								\$	141,000,000	
Local contributions								\$	4,000,000	
ODOT Region 1								\$	2,500,000	
SW Natl Hwy Freight (NHFP)								\$	16,265,452	
Rose Quarter								\$	12,500,000	Total OTC approval = \$250 million
USDOT Grants 2023								\$	67,750,000	Total grant award = \$450 million
Total:								\$	248,641,997	TPC estimate = \$1.5B to \$1.9B

1. What is the source of funding? **Various Federal discretionary plus ODOT state funds including HB2017 and specific ODOT funding programs.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection



Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	10	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	11 (Since 2016)	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD PHASES and FUNDING: The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
Additional Completed Reviews:	<b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b>
RTP Constrained Project ID and Name:	<b>RTP IDs:</b> <b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b> <b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

<p>RTP Project Description:</p>	<p><b>ID 10867:</b>  Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p><b>ID 11176:</b>  The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
<p><b>Additional RTP Consistency Check Areas</b></p>	
<p>1. Is the project designated as a Transportation Control Measure? <b>No.</b></p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b></p>	
<p>3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b></p>	
<p>3a. If yes, is an amendment required to the UPWP? <b>No.</b></p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b></p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b></p>	
<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. <b>The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</b></p>	

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

### Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
AC-HB2017	Advance Construction placeholder funds that originate from the HB2017 legislation, but could result in a federal conversion code other than HB-2017
AC-NAE23	Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program
NAE23	Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.
NHFP	Federal National Highway Freight Program funding that supports the improvement of the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including the investment in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity



NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

**Response:**

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

**Key Number:**

**19071**

**2024-2027 STIP**

**Project Name:**

**I-5 Rose Quarter Improvement Project**

**(DRAFT AMENDMENT BB)**

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACP0	ADVANCE CONSTRUCT PR	70.92%	140,000,000.00	92.22%	129,108,000.00	7.78%	10,892,000.00	0.00%	0.00	
	M002	NHPP-EXEMPT	0.81%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00	
	M0E2	NATL HWY PERF EXMPT	1.28%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00	
	NE01	Neighborhood Access Equity Grant	15.20%	30,000,000.00	100.00%	30,000,000.00	0.00%	0.00	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	2.03%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00	
	S010	STATE	0.51%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00	
	Z001	NATIONAL HIGHWAY PERF FAST	1.01%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00	
	Z460	NATIONAL HWY FREIGHT PROGRAM	8.24%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00	
	PE Totals			100.00%	197,391,997.18		179,757,899.80		13,634,097.38		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00	
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	11.76%	1,000,000.00	92.22%	922,200.00	7.78%	77,800.00	0.00%	0.00	
	NE01	Neighborhood Access Equity Grant	88.24%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00	
	UR Totals			100.00%	8,500,000.00		8,422,200.00		77,800.00		0.00
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	750,000.00	0.00%	711,100.00	0.00%	38,900.00	0.00%	0.00	
	OT Totals			100.00%	750,000.00		711,100.00		38,900.00		0.00
Grand Totals					247,641,997.18		226,701,399.80		16,940,597.38		4,000,000.00

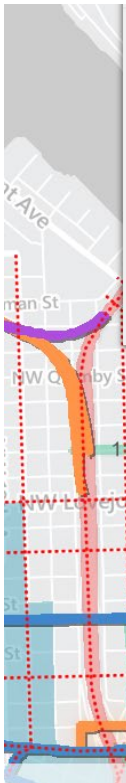
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce greenhouse gas emissions.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

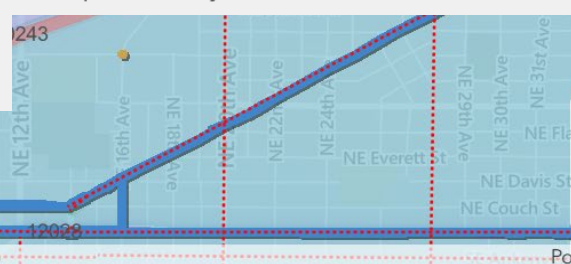
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

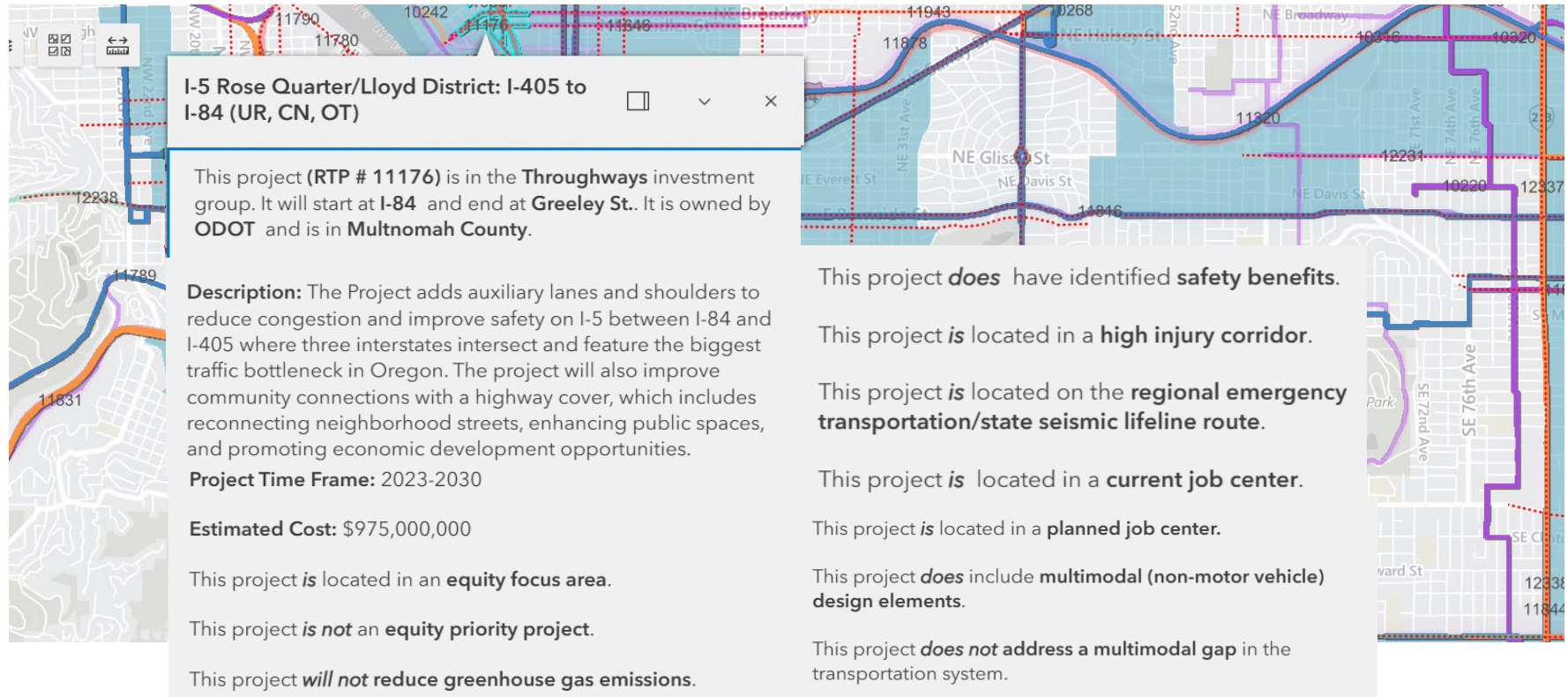
This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.



## Rose Quarter Improvement Project under RTP ID 11176





**K23682**

Agenda Item G, Attachment 01

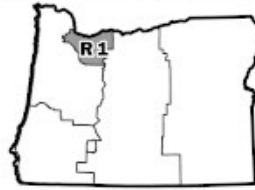
## I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

PROJECT LOCATION



INTERSTATE  
STATE ROAD  
LOCAL ROAD  
RAILROAD



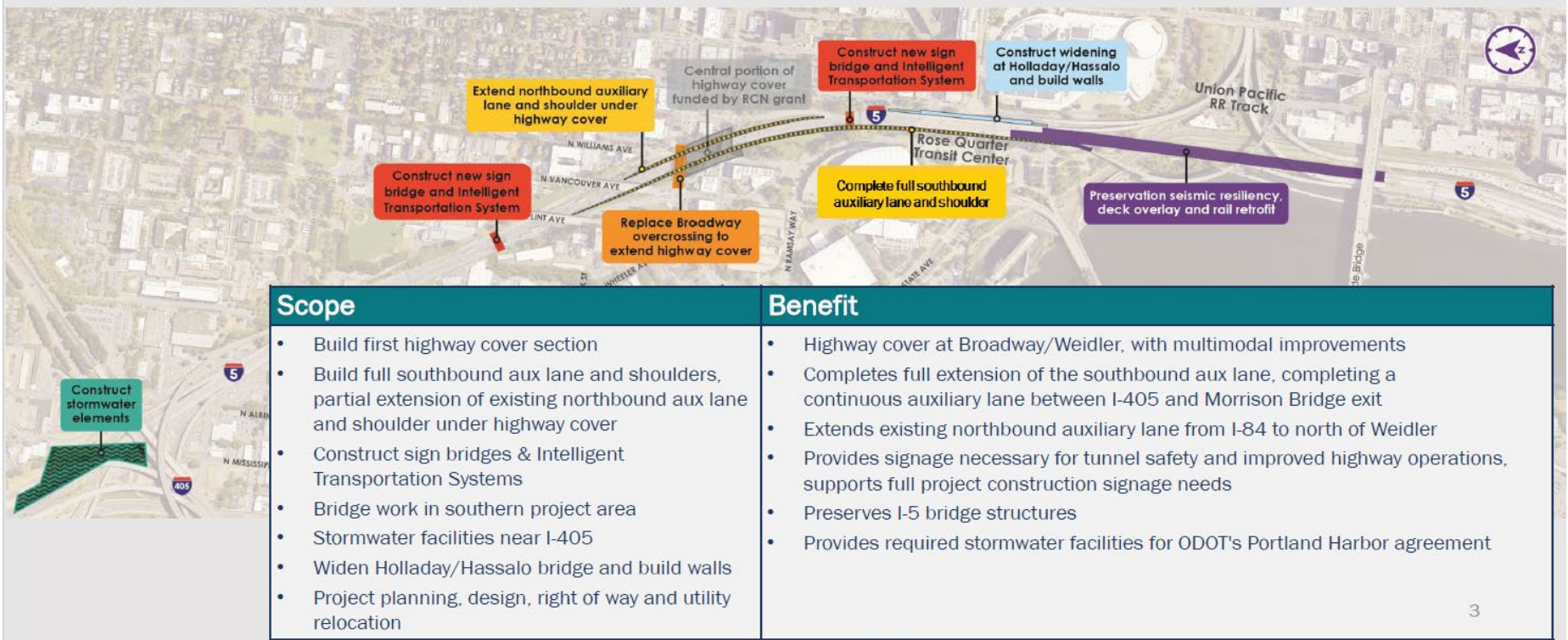
DATE: 12/11/2024  
PROJECT NO: 33-52  
ODOT | GIS UNIT

This product is for informational purposes only and may not be suitable for legal engineering, or planning purposes. Users of this product should review and verify the project data source, and acknowledge the liability of this information. Consultation with the information and this responsibility of the user.  
[http://www.oregon.gov/ODOT/ODOT\\_GIS/ODOT\\_GIS\\_MapServer.aspx](http://www.oregon.gov/ODOT/ODOT_GIS/ODOT_GIS_MapServer.aspx)



# FIRST PHASES FOR ROSE QUARTER DELIVERY

## \$850 MILLION IN FUNDING PROVIDES:





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET  
Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS**  
Add OTC approved funds to  
construction phase

**Project #2****Project Details Summary**

<b>ODOT Key #</b>	<b>23672</b>	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71444</b>	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>FB25-05-FEB1</b>		STIP Amendment ID:	24-27-2200		

**Summary of Amendment Changes Occurring:**

The formal amendment adds a total of \$250 million of Oregon Transportation Commission (OTC) to the three existing Rose Quarter projects that include Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

<b>Project Name:</b>	<b>I-5 Rose Quarter: Broadway to Weidler Phase 1</b>						
<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	<b>Yes</b>		

**MTIP Worksheet/Exhibit A Contents for Key 19071**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location maps and scope description and exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		



**Short Description:**

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

**MTIP Detailed Description (Internal Metro use only):**

On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

**STIP Description:**

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. Construct portion of NB & SB auxiliary lanes. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	MODERN		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-NAE23	ACP0	2025					\$ 382,250,000		\$ 382,250,000
<b>ADVCON</b>	<b>ACP0</b>	<b>2025</b>					<b>\$ 163,690,500</b>		<b>\$ 163,690,500</b>
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	<b>\$ 545,940,500</b>
<b>Federal fund code notes:</b>									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<b>State (ADVCON-RQ)</b>	<b>Match</b>	<b>2025</b>					<b>\$ 13,809,500</b>		<b>\$ 13,809,500</b>
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	<b>\$ 13,809,500</b>
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ -</b>
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	<del>\$ 382,250,000</del>	\$ -	<del>\$ 382,250,000</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	<b>\$ 559,750,000</b>	\$ -	<b>\$ 559,750,000</b>
Total Estimated Project Cost (RTP entries for 10867 and 11176):									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23682.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 177,500,000	\$ -	\$ 177,500,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	46.4%	0.0%	46.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
State	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction is proposed to start in 2027						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	
1. What is the source of funding? <b>Federal NAE/RCP grant funds plus OTC approved funds.</b> 2. Does the amendment include changes or updates to the project funding? <b>Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.</b> 3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC approval during their 12-4-2024 meeting.</b> 4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b> 5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>						

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	0	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD PHASES and FUNDING: The formal amendment adds \$382 million from the new USDOT RCN/NAE23 grant award to ODOT to support construction activities.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
Additional Completed Reviews:	<b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b>
RTP Constrained Project ID and Name:	<b>RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

<p>RTP Project Description:</p>	<p><b>ID 10867:</b>  Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p><b>ID 11176:</b>  The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
<p><b>Additional RTP Consistency Check Areas</b></p>	
<p>1. Is the project designated as a Transportation Control Measure? <b>No.</b></p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b></p>	
<p>3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b></p>	
<p>3a. If yes, is an amendment required to the UPWP? <b>No.</b></p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b></p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b></p>	
<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. <b>The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</b></p>	



### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
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### Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
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State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

## Programming and Cost Estimate Summaries

### STIP Programming Summary

Key Number: **23672**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Broadway to Weidler Phase 1** (DRAFT AMENDMENT DR

#### Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	559,750,000.00	0.00%	545,940,500.00	0.00%	13,809,500.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>559,750,000.00</b>		<b>545,940,500.00</b>		<b>13,809,500.00</b>		<b>0.00</b>
	<b>Grand Totals</b>			<b>559,750,000.00</b>		<b>545,940,500.00</b>		<b>13,809,500.00</b>		<b>0.00</b>

#### Rose Quarter Full Project Summary Cost Estimate

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

#### Key 23672 Broadway to Weidler Construction Phase Summary Cost Estimate

I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT K23672, MTIP ID 71444, RTP ID 11176)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$382,250,000</b>	<b>\$559,750,000</b>

#### Broadway to Weidler Phase 1- \$559.75 million:

Funded with \$450 million in awarded 2023 Reconnecting Communities Grant funds from the USDOT (STIP KN 23682) and an additional \$177.5 million from the OTC appropriation for the Urban Mobility Strategy Finance Plan update approved on December 4, 2024.

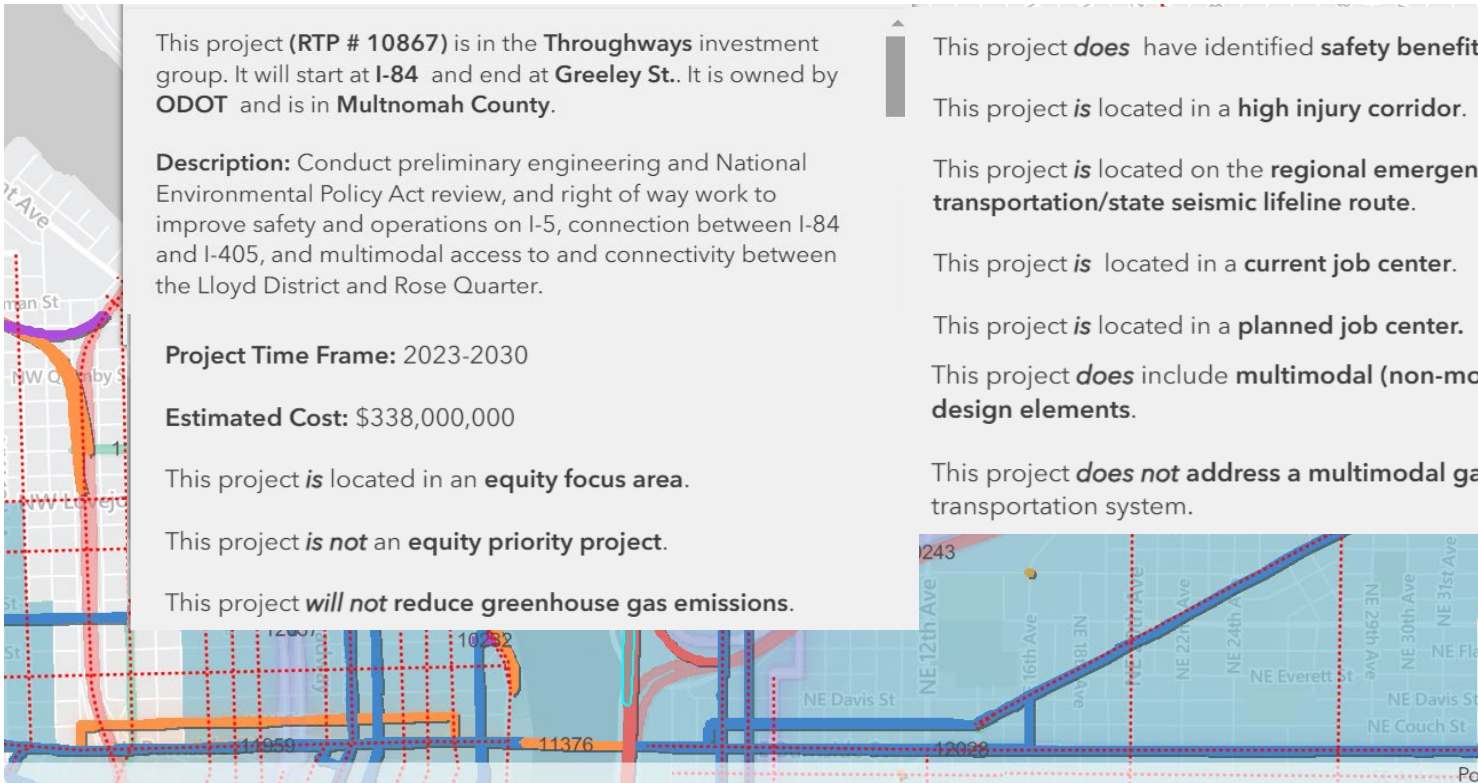
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

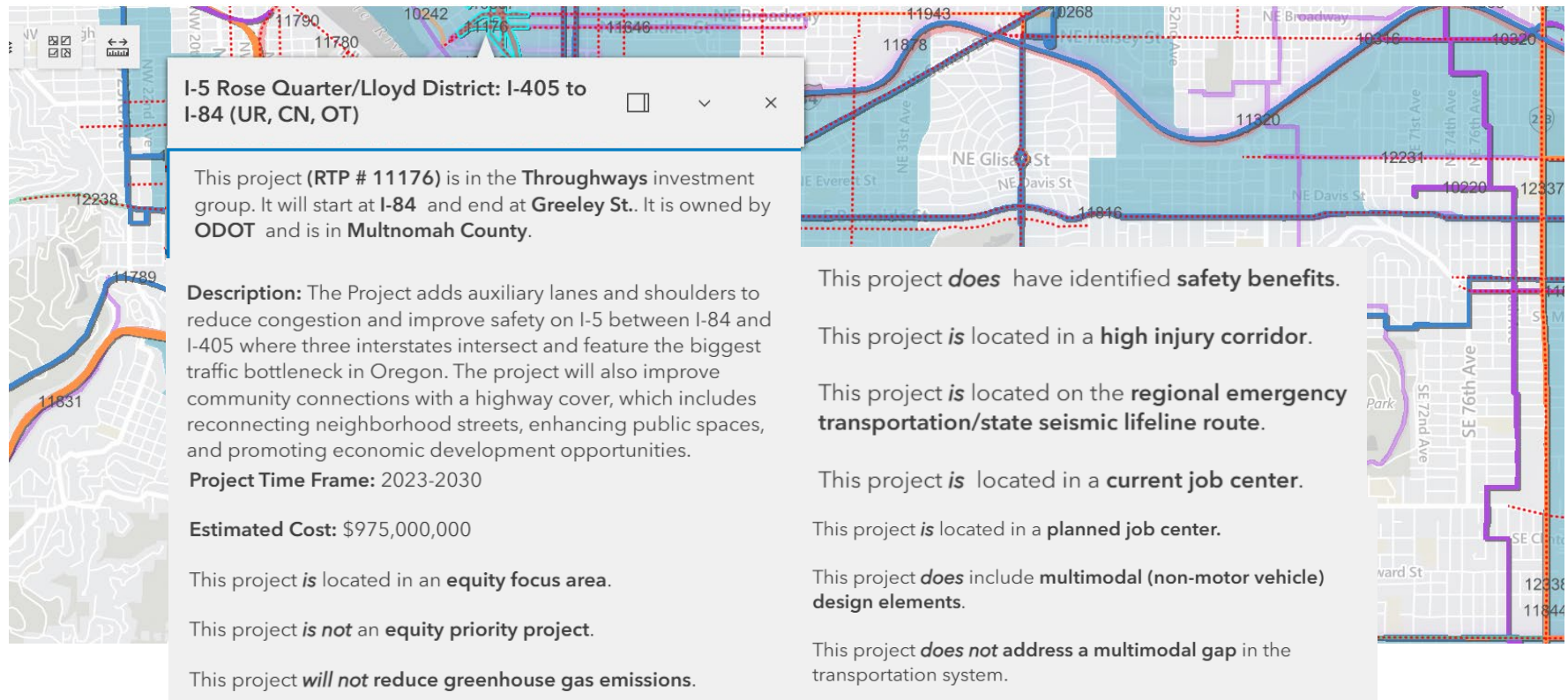
This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.

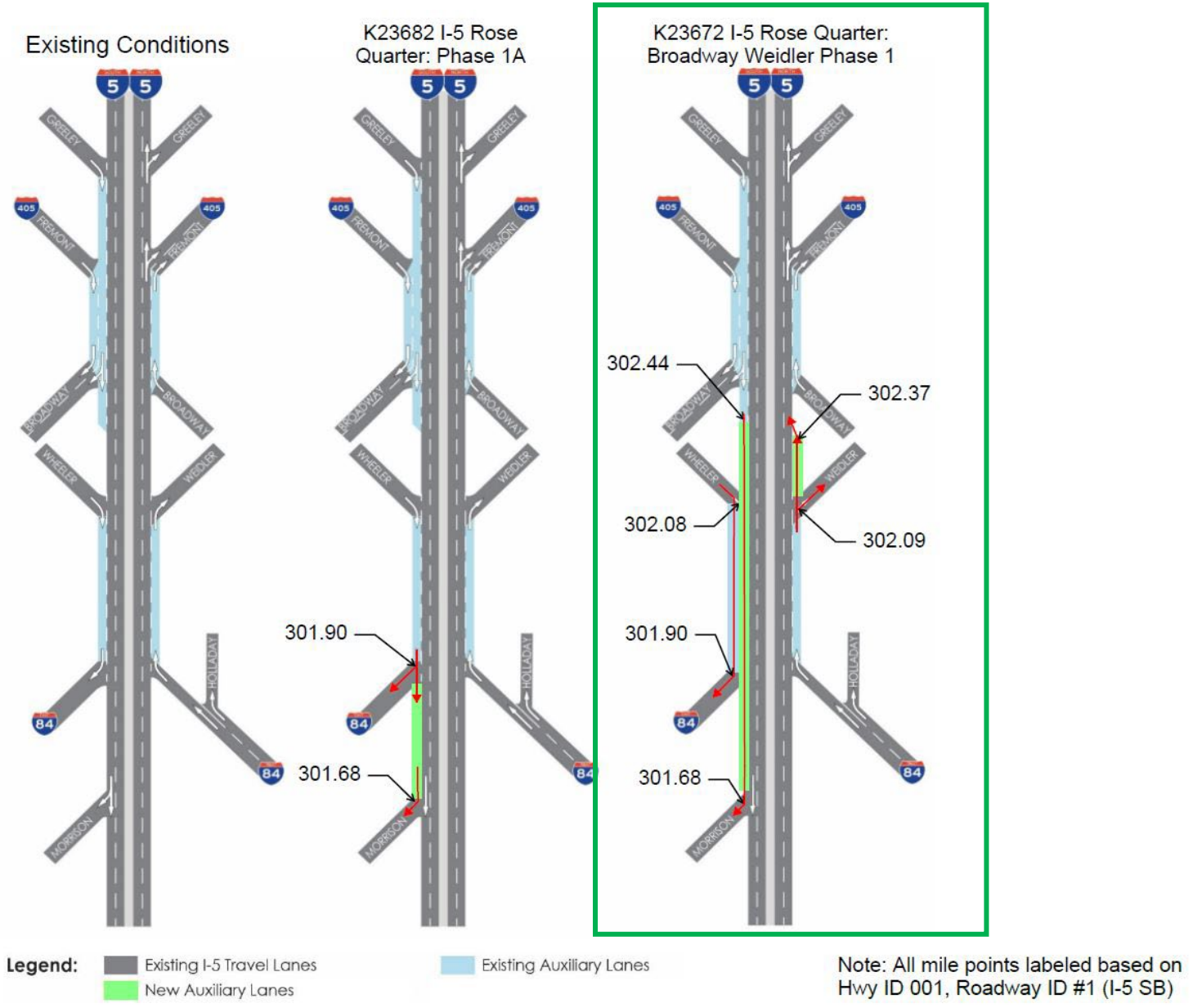


## Rose Quarter Improvement Project under RTP ID 11176





# Key 23672 Proposed I-5 System Upgrades





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET  
Federal Fiscal Year 2025**

MTIP Formal Amendment

**ADD FUNDS/SCOPE**

Add OTC approved funds, update  
name and description

**Project #3****Project Details Summary**

<b>ODOT Key #</b>	<b>23682</b>	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71443</b>	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>FB25-05-FEB1</b>		STIP Amendment ID:	24-27-2201		

**Summary of Amendment Changes Occurring:**

The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 meeting. A project scope adjustment is also occurring resulting in an update to the project name and description.

Project Name:	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>						
Lead Agency:	<b>ODOT</b>	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

**MTIP Worksheet/Exhibit A Contents for Key 23682**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location map, scope description/exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		



**Short Description:**

~~Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.~~

**Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071**

**MTIP Detailed Description (Internal Metro use only):**

On I-5 from ~~MP 301.40 to MP 303.20~~ **MP 301.20 to MP 303.40** in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. **Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area.** Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

**STIP Description:**

Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-HB2017	ACP0	2025					\$ 4,611,000		\$ 4,611,000
<b>ADVCON</b>	<b>ACP0</b>	<b>2025</b>					<b>\$ 55,332,000</b>		<b>\$ 55,332,000</b>
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	<b>\$ 59,943,000</b>
<b>Federal fund code notes:</b>									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACHB2017)	Match	2025					\$ 389,000		\$ 389,000
<b>State (RCADVCON)</b>	<b>Match</b>	<b>2025</b>					<b>\$ 4,668,000</b>		<b>\$ 4,668,000</b>
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	<b>\$ 5,057,000</b>
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ -</b>
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	<del>\$ 5,000,000</del>	\$ -	<del>\$ 5,000,000</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	<b>\$ 65,000,000</b>	\$ -	<b>\$ 65,000,000</b>
Total Estimated Project Cost:									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23672.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000	\$ -	\$ 60,000,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	1200.0%	0.0%	1200.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	8.37%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
State	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction phase is proposed to begin in 2025						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	

1. What is the source of funding? <b>HB2017 authorized funding plus OTC approved funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC approval during their 12-4-2024 meeting.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	<del>301.40</del> 301.20	<del>303.20</del> 303.40	2.20
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection



Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD NEW PROJECT: Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
Additional Completed Reviews:	<b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b>
RTP Constrained Project ID and Name:	<b>RTP IDs:</b> <b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b> <b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

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<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
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3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
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State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

STIP Programming Summary

Key Number: **23682**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Phase 1A**

(DRAFT AMENDMENT BB)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	65,000,000.00	92.22%	59,943,000.00	7.78%	5,057,000.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>65,000,000.00</b>		<b>59,943,000.00</b>		<b>5,057,000.00</b>		<b>0.00</b>
	<b>Grand Totals</b>			<b>65,000,000.00</b>		<b>59,943,000.00</b>		<b>5,057,000.00</b>		<b>0.00</b>

Rose Quarter Full Project  
Summary Cost Estimate

Response:

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Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

Key 23682 Rose Quarter Phase 1A

I-405 and I-5 Stormwater Facilities Summary Cost Estimate

I-405 and I-5 Stormwater Facilities Project (ODOT K23682, MTIP ID 71443, RTP ID 11176) - to be known as I-5 Rose Quarter: Phase 1A			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$5,000,000</b>	<b>\$65,000,000</b>

Phase 1A- \$65 million:

Funded with \$60 million from an OTC appropriation approved on December 4, 2024, and \$5 million currently programmed in STIP KN 21219. |



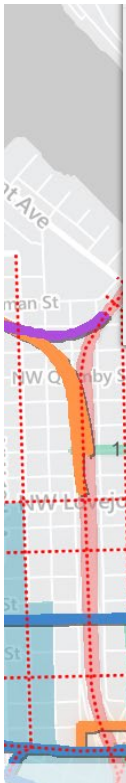
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce greenhouse gas emissions.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

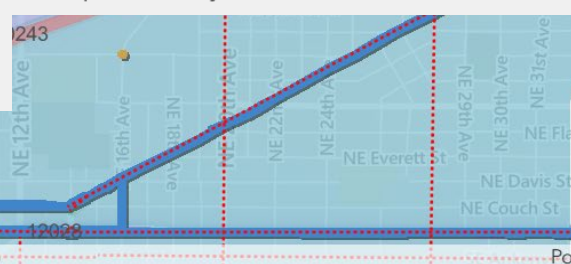
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

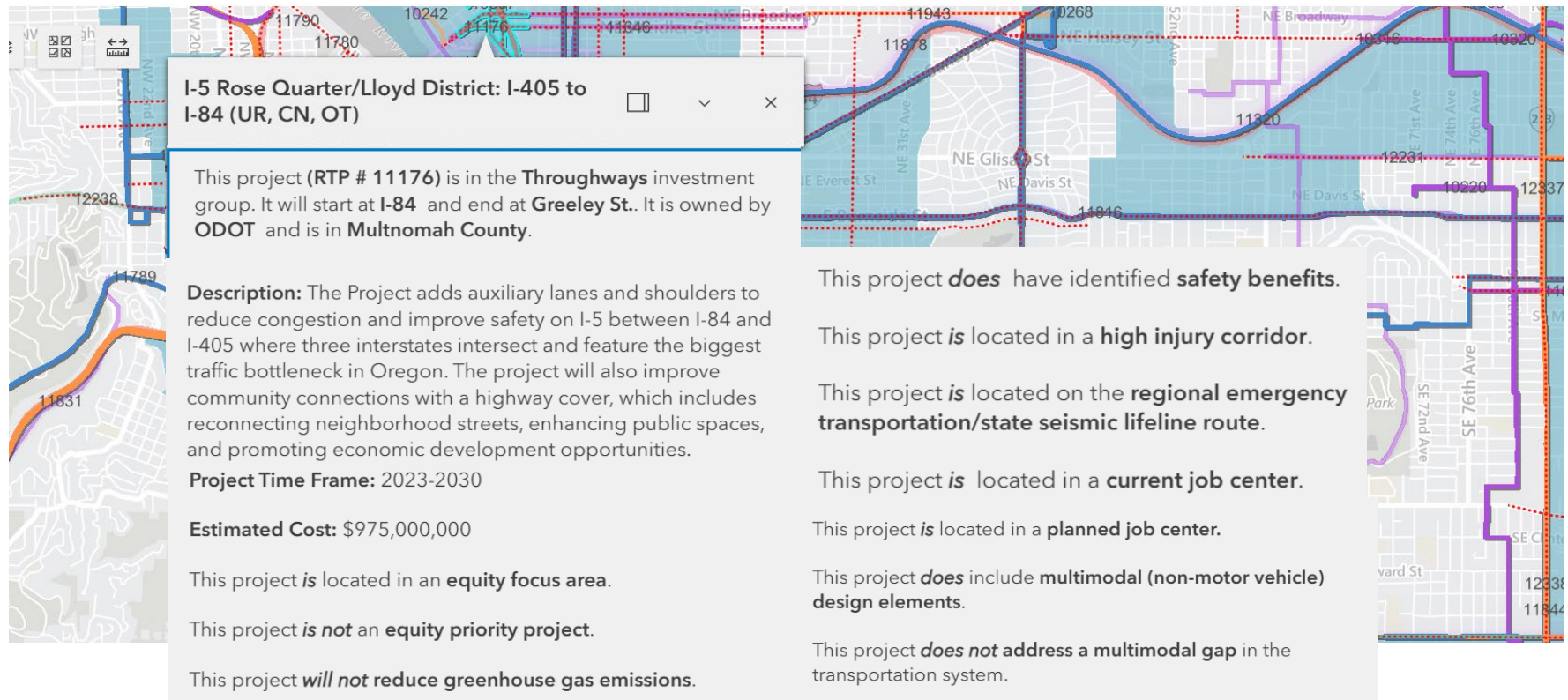
This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.





## Project Exhibits and Location Maps

### Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



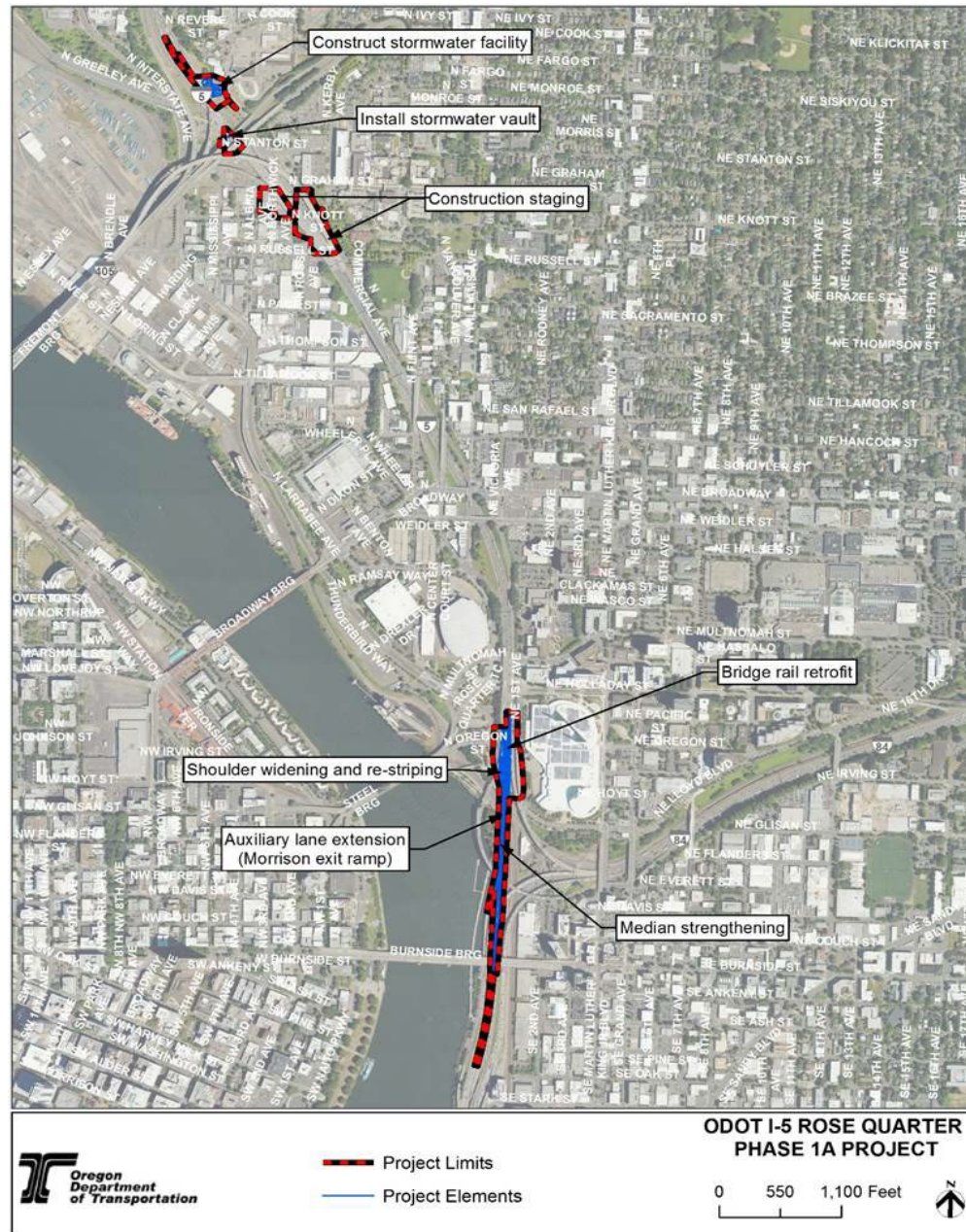
### Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

**Phase 1A** consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed improvements include:

- Structural deck overlay
- Seismic retrofits
- Structural work to modify the gore between bridges
- Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.
- Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.
- Retrofitting NB and SB bridge rails with crash compliant bridge railing.
- Strengthening of existing median overhang to support traffic lanes.
- Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp
- Stormwater quality facility construction
- Stormwater vault installation



## Planned Phase IA Improvement Locations





# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 11, 2025  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463  
Amendment Approval Request (FB25-05-FEB1)

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The I-5 Rose Quarter Improvement Project Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents a stand-alone formal amendment containing three Rose Quarter related projects. Six attachments are included that provide a summary of current STIP project programming, include a summary of the Performance Assessment Evaluation (PAE), prior Oregon Transportation Commission (OTC) items, responses to TPAC questions raised, and a Phase 1/Phase 1A build-out exhibit.

#### **What is the requested action?**

**TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.**

### **Rose Quarter Improvement Projects Prior Formal Amendment Summary**

The last formal amendment to the Rose Quarter project occurred during July 2024. This amendment added the Reconnecting Communities Pilot/Neighborhood Access and Equity (RCP/NAE) to both the Rose Quarter Improvement Project and to the city of Portland's new Rose Quarter related Broadway Main Street and Supporting Connections project. The Rose Quarter Improvement Project received a \$450 million discretionary grant award with Portland's Broadway/Main Street project awarded \$38 million.

The I-5 Rose Quarter Improvement Project added \$68 million of the RCP/NAE grant award to non-construction phases in Key 19071. Two new exempt, non-capacity enhancing projects were created as well. The remaining \$382 million RCP/NAE funding was committed to the to the new I-5 Rose Quarter: Broadway to Weidler Phase 1 construction phase project and programmed in Key 23672.

Additionally, the existing \$5 million dollars from ODOT's I-5 Over NE Hassalo St and NE Holladay St (Portland) project in Key 21219 was transferred to the second Rose Quarter construction project, I-405 and I-5 Stormwater Facilities now programmed in Key 23682 (now being renamed to be "I-5 Rose Quarter: Phase 1A").

Finally, the July 2024 Rose Quarter formal MTIP amendment added Portland's \$38 million RCP/NAE grant award to their Broadway Main Street and Supporting Connections project in Key 23646. The Portland project will complete multiple "Complete Street" project elements including enhanced sidewalks, ADA compliant curb ramps upgrades, and reduced crossing distances for safer pedestrian crossings, plus enhanced access to Rose Quarter Transit Center

The July 2024 Rose Quarter formal amendment was approved and incorporated the updates to approved STIP during the beginning of September 2024. The below tables summaries the Rose Quarter projects now in the approved MTIP and STIP. The current STIP programming pages for the four projects are attached to the staff report as Attachment 1. The project changes are explained in the project tables that start on page five in the staff report.

### Project Summary Change Tables

I-5 Rose Quarter Improvement Project MTIP/STIP Programming After Approval of the July 2024 Rose Quarter MTIP Formal Amendment			
STIP Key Number	Lead Agency	Project Name	Description
19071	ODOT	Rose Quarter Improvement Project (Non-construction)	Non- construction phase programming to preliminary engineering, right-of-way, utility relocation, and Other phases. Considered the "parent project." Summary description: On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.
23672	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1 (Construction)	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages
23682	ODOT	I-405 and I-5 Stormwater Facilities Now renamed to be I-5 Rose Quarter: Phase 1A (Construction)	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

23646	Portland	Broadway Main Street and Supporting Connections	Complete multiple "Complete Street" project elements including enhanced sidewalks, ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
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The effect of the July 2024 I-5 Rose Quarter MTIP Formal Amendment creates the first delivery package/segment for the Rose Quarter project. Construction elements for the Rose Quarter project will occur through multiple delivery packages/segments based on the available funding. For large projects, this is a delivery strategy often employed to better leverage the available funding. Keys 23672 and 23682 represent the construction delivery package based on the awarded RCP/NAE grant.

### **December 2024 Oregon Transportation Commission (OTC) Action**

During OTC's December 4, 2024, meeting, the Commission approved a \$250 million funding award supporting the Rose Quarter Improvement Project. During their January 16, 2025, meeting, the Rose Quarter project team provided OTC with their funding plan to apply the \$250 million dollar award. A copy of both OTC staff reports (December and January) is included as attachments to this report for reference. Note: The OTC funding award does not impact Portland Broadway/Main St project in 23646. This project is not part of the February #1, 2025, Rose Quarter MTIP Formal Amendment.

The February #1, 2025, Rose Quarter MTIP Formal Amendment provides the programming updates to apply the \$250 million OTC funding allocation to the applicable Rose Quarter projects. A short summary of the updates includes the following:

- Key 19071 – I-5 Rose Quarter Improvement Project:  
The formal amendment adds a total of \$12.5 million as follows:
  - \$10 million is added to the preliminary engineering (PE) phase.
  - \$1 million is added to the right-of-way phase
  - The utility relocation (UR) phase receives a \$1 million increase.
  - The Other phase receives a \$500,000 boost.
  - Key 19071 increases from \$236,141,997 to \$238,141, 997 or 5.3%.
- Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1:  
The formal amendment adds \$177,500,000 to support the construction phase activities. The project increases from \$382,250,000 to \$559,750,000.
- Key 23682 –~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A:  
The formal amendment updates the project segment name and description, plus expands the scope of work. As a result, \$60 million of the \$250 million OTC award to the construction phase is being added to the project. The net increase takes the project from \$5 million to \$65 million.

## Consistency of the Proposed MTIP Amendment with the Regional Transportation Plan

All MTIP Amendments are reviewed for consistency with the Regional Transportation Plan (RTP). There are three elements of the consistency review.

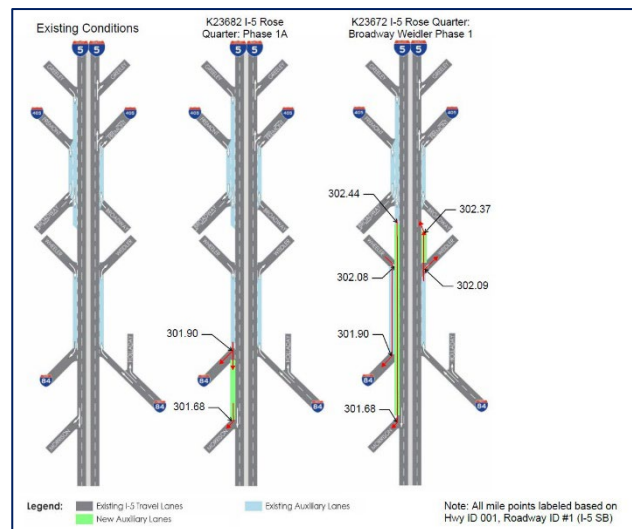
### Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

The RTP project scope consistency review is to determine if the amended or new project is consistent with the project as entered in the RTP. To determine RTP consistency for very large capacity enhancing projects like the I-5 Rose Quarter Improvement Project, Metro RTP modeling staff reviewed the project scope and how it was modelled in the regional travel demand model for the RTP analysis. This review found that the partial build-out project as submitted for amendment is consistent with the full project build-out as entered into the 2023 RTP. There are no capacity scope elements included in the project amendment that are not included in the project as submitted in the RTP.

### Performance Assessment and the RTP:

MTIP amendments are assessed for their expected performance in making progress toward adopted RTP goals. These goals include Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. Large projects that add capacity to the transportation system receive a more rigorous Performance Assessment Evaluation (PAE). These are defined as projects generally costing \$100 million or more and that include project elements that have inputs to the regional travel demand and emissions models. Inputs to these models are generally transportation project elements that are not included as an eligible exemption as referenced in 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3. This proposed amendment met the threshold for conducting a PAE.

Figure 1: I-5 Rose Quarter System Elements as proposed in the February #1 Formal Amendment



The results from the completed Performance Assessment Evaluation are included in Attachment 2 to the staff report. Consistent with federal regulations, the performance analysis examined how the overall package of 2024-27 MTIP investments with the addition of this amendment would make progress toward the RTP goals.



### Fiscal Constraint and RTP Consistency Results:

A key review component of all MTIP formal amendments requires the project changes involving the addition or removal of federal funds be properly verified. This is known as the MTIP's demonstration of fiscal constraint verification requirement. All MTIP formal amendments must provide a verification of the new funding and that the MTIP is not overprogrammed as a result of the amendment actions.

The \$250 million award for the Rose Quarter Improvement Project required OTC approval. The approved funds are ODOT managed funds. They are not Metro allocated are awarded funds. Fund award approval occurred during OTC's December 2024 meeting. During OTC's January 2025 meeting, the Rose Quarter project team submitted their project summary scope and expenditure plan for the new \$250 million dollars. OTC provided their approval for the proposed use of the funds. The OTC actions meet the MTIP fiscal constraint verification requirement ensuring the MTIP maintains fiscal constraint.

For MTIP amendment compliance purposes with 23 CFR 450.326-328, the I-5 Rose Quarter Improvement Project submitted amendment to add the \$250 million among Keys 19071, 23672, and 23682 has met fiscal constraint demonstration requirements.

The below tables provide a summary of project changes occurring to the three projects.

Project Number: 1	Key Number: 19071	Status: <a href="#">Add Funds</a>
Project Name:	<b>I-5 Rose Quarter Improvement Project</b>	
Lead Agency:	ODOT	
Description:	<p>The Rose Quarter investment is intended to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.</p> <p>Note: Key 19071 is considered the Rose Quarter parent project and contains programming for non-construction phases.</p>	
Funding Summary:	<p>The February #1 formal amendment adds \$12.5 million from the \$250 million allocation to the project. PE picks up \$10 million with \$1 million for ROW. UR adds \$1 million and the Other phase adding \$500,000. Key 19071 net funding change increases the project from \$236,141,997 to \$248,641,997. This equals a 5.3% cost increase to</p>	

the project. A fund type composition summary for Key 19071 is shown below.

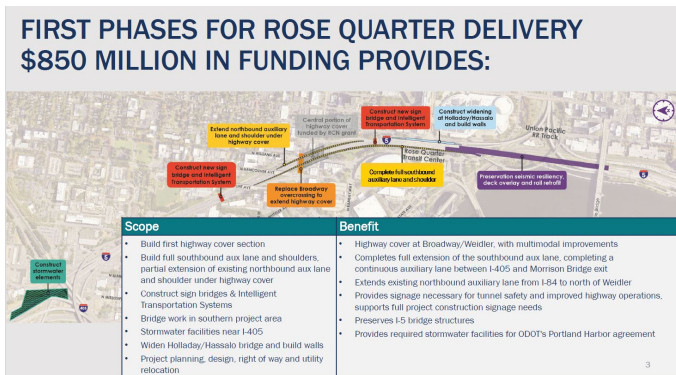
Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000	
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000	
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000	
Rose Quarter	Other	\$ 461,100	\$ 38,900	\$ -	\$ 500,000	Added OTC December 2024 action
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 711,100	\$ 38,900	\$ -	\$ 750,000	
Program Totals All Phases					Total	
					ODOT Enhance	\$ 1,626,545
					ODOT Region 1 Fix-It Program	\$ 2,000,000
					ODOT Statewide Fix-it Program	\$ 1,000,000
					HB2017 Discretionary	\$ 141,000,000
					Local contributions	\$ 4,000,000
					ODOT Region 1	\$ 2,500,000
					SW Natl Hwy Freight (NHFP)	\$ 16,265,452
					Rose Quarter	\$ 12,500,000
					USDOT Grants 2023	\$ 67,750,000
					Total:	\$ 248,641,997
						Total OTC approval = \$250 million
						Total grant award = \$450 million
						TPC estimate = \$1.5B to \$1.9B

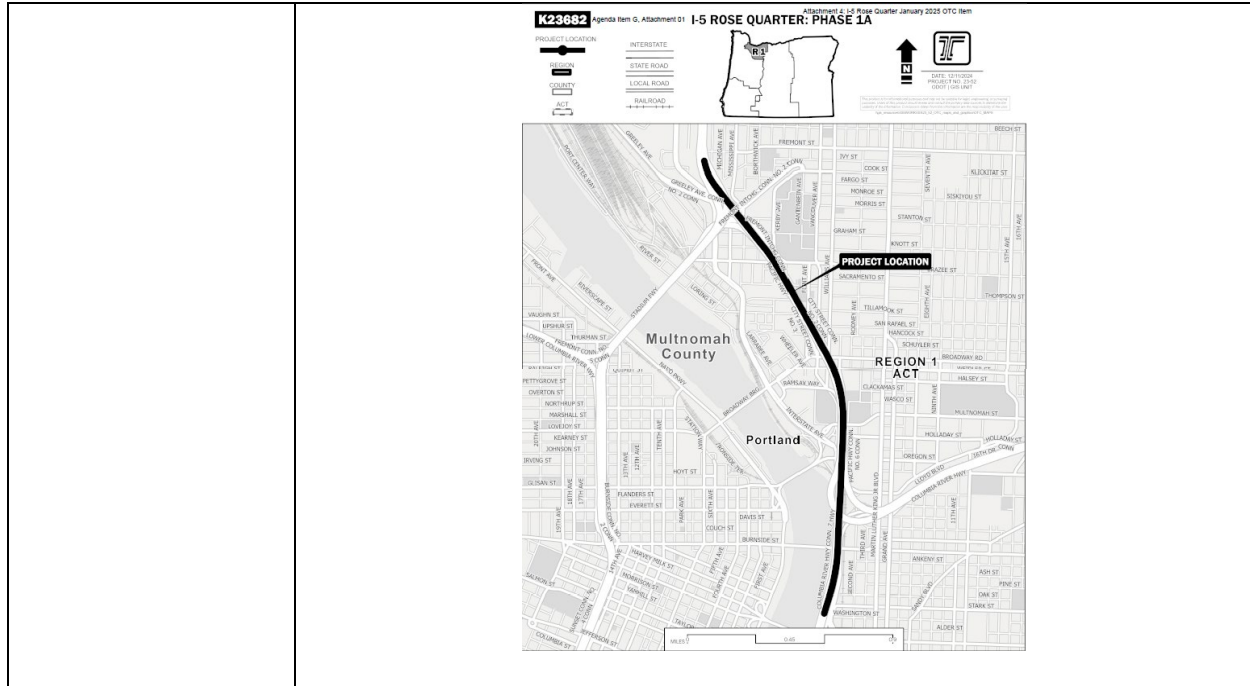
Amendment  
Action:

The formal amendment adds the \$12.5 million from the total \$250 million award to the PE, ROW, UR, and Other phases. The project funding support non-construction phase activities. Construction activities are programmed in Keys 23672 and 23682. Both construction projects are included in this amendment bundle.

Added Notes:

Delivery goals project location summary (*Location map from Key 23682 used as over project location representation*)





Project Number: 2		Key Number: 23672		Status: Add Funds																																				
Project Name:		I-5 Rose Quarter: Broadway to Weidler Phase 1																																						
Lead Agency:		ODOT																																						
Description:		Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. Construct portion of NB & SB auxiliary lanes. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.																																						
Funding Summary:		<p>\$177,500,000 from the overall \$250,000,000 OTC award is being added to the construction phase. The project net programming change increase the construction phase from \$382,250,000 to \$559,750,000. This equals a 46.4% increase to the project which triggers the need for a formal amendment.</p> <table><tr><th colspan="7">Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)</th></tr><tr><th>Funding Responsibility Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th><th>Total</th><th>Notes</th></tr><tr><td>Rose Quarter</td><td>Cons</td><td>\$ 163,690,500</td><td>\$ 13,809,500</td><td>\$ -</td><td>\$ 177,500,000</td><td>OTC approval December 2024. Total OTC approval = \$250 million</td></tr><tr><td>USDOT Grants 2023</td><td>Cons</td><td>\$ 382,250,000</td><td>\$ -</td><td>\$ -</td><td>\$ 382,250,000</td><td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td></tr><tr><td colspan="2">Phase Totals:</td><td>\$ 545,940,500</td><td>\$ 13,809,500</td><td>\$ -</td><td>\$ 559,750,000</td><td></td></tr></table>				Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	
Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)																																								
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes																																		
Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million																																		
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Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000																																			
Amendment Action:		The formal amendment adds the \$177,500,000 portion from the OTC approved \$250,000,000 award to the construction phase. ADA upgrade project to the MTIP.																																						

***Summary of planned project elements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1***

With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

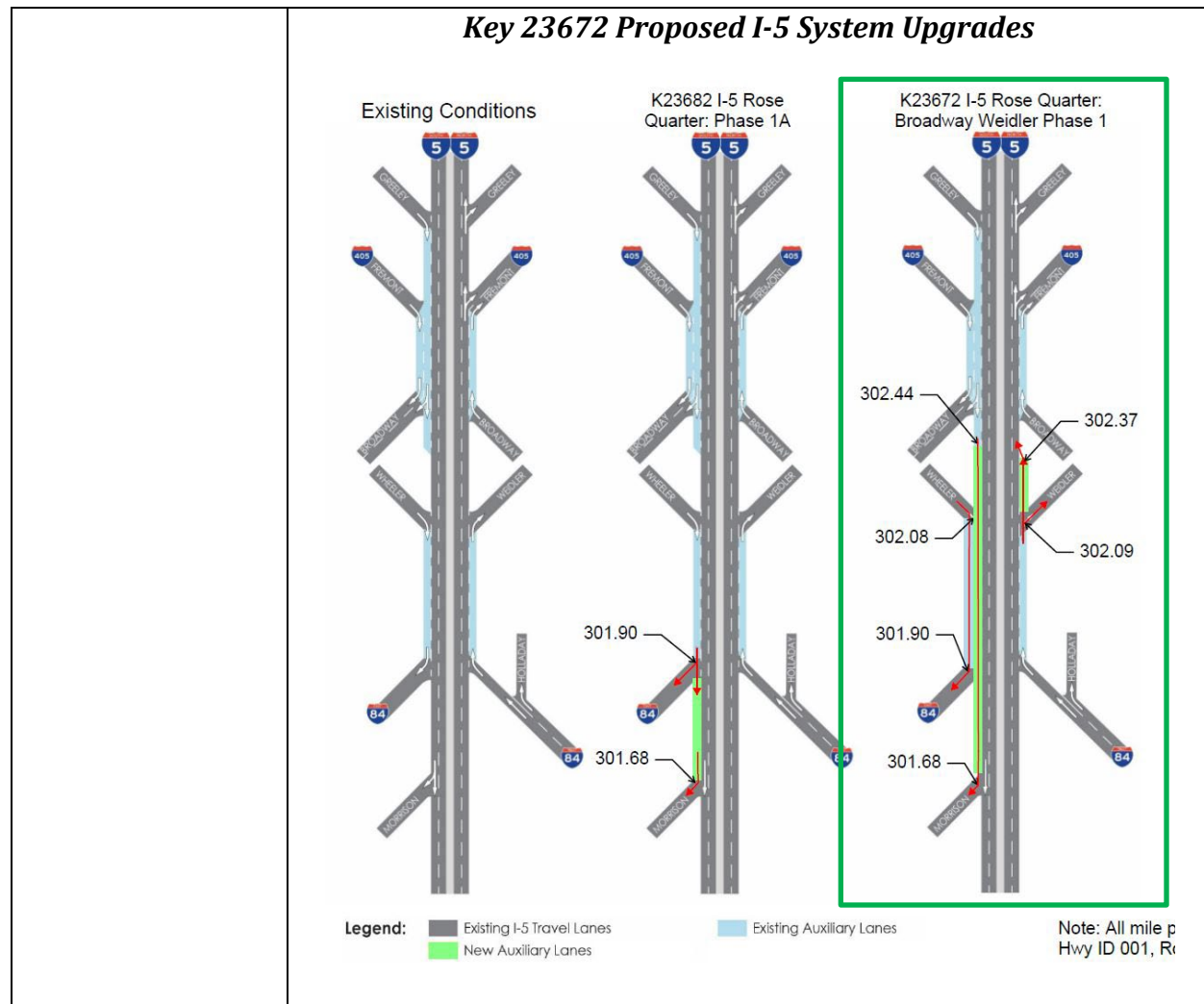
- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
  - Including widening the Holladay/Hassalo bridge and build walls
  - Building the full southbound auxiliary lane and shoulders
  - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area
- Construct two sign bridges and associated Intelligent Transportation Systems.
- Construction is proposed to begin by 2027.

Added Notes:

***Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements***







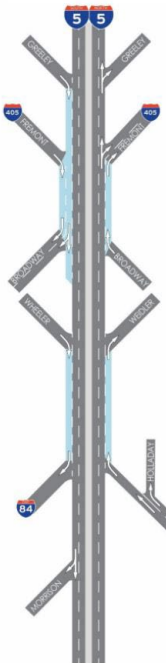
Project Number: 3	Key Number: 23682	Status: Add Funds/Scope
Project Name:	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>	
Lead Agency:	ODOT	
Description:	<p><del>Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.</del></p> <p><b>Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071</b></p>	
Funding Summary:	\$60 million of the total OTC approved \$250 million is being added to the construction phase. The total programming increases from \$5	

	<p>million to \$65 million. This equals a 1,200% net increase to the project and triggers the need for a formal amendment.</p> <table><tr><th colspan="7">Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)</th></tr><tr><th>Funding Responsibility Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th><th>Total</th><th>Notes</th></tr><tr><td>Rose Quarter</td><td>Cons</td><td>\$ 55,332,000</td><td>\$ 4,668,000</td><td>\$ -</td><td>\$ 60,000,000</td><td>OTC approval December 2024. Total OTC approval = \$250 million</td></tr><tr><td>USDOT Grants 2023</td><td>Cons</td><td>\$ 4,611,000</td><td>\$ 389,000</td><td>\$ -</td><td>\$ 5,000,000</td><td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td></tr><tr><td colspan="2">Phase Totals:</td><td>\$ 59,943,000</td><td>\$ 5,057,000</td><td>\$ -</td><td>\$ 65,000,000</td><td></td></tr></table>	Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	
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Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000																															
Amendment Action:	The formal amendment adds the OTC approved \$60 million to the construction phase. The project name and description are update in support of the project scope update.																																			
Added Notes:	<p><b><i>Summary of planned project elements - K23682</i></b></p> <p><b><i>I-5 Rose Quarter: Phase 1A</i></b></p> <p><b><i>Phase 1A</i></b> consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed project elements include:</p> <ul style="list-style-type: none"><li>• Structural deck overlay</li><li>• Seismic retrofits</li><li>• Structural work to modify the gore between bridges</li><li>• Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.</li><li>• Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.</li><li>• Retrofitting NB and SB bridge rails with crash compliant bridge railing.</li><li>• Strengthening of existing median overhang to support traffic lanes.</li><li>• Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp</li><li>• Stormwater quality facility construction</li><li>• Stormwater vault installation</li></ul>																																			

### Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



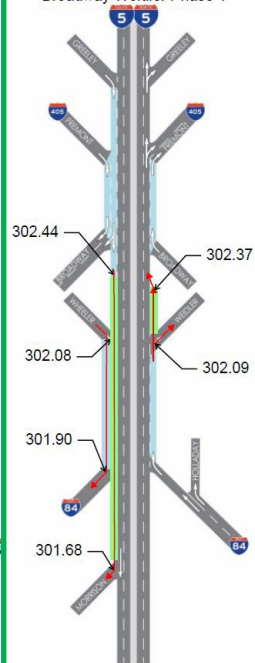
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



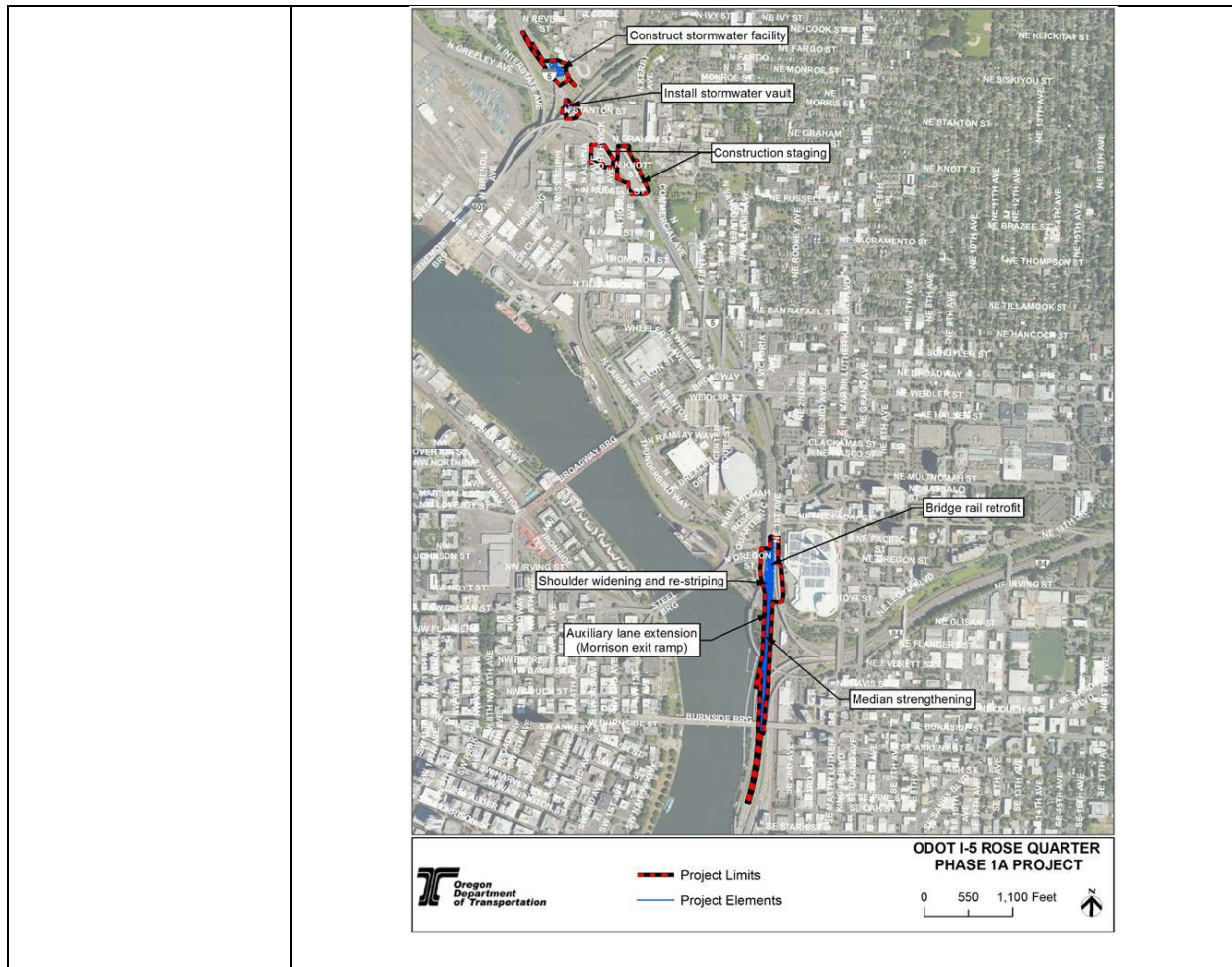
K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Legend: Existing I-5 Travel Lanes Existing Auxiliary Lanes  
New Auxiliary Lanes

Note: All mile p  
Hwy ID 001, R

### Planned Phase 1A Improvement Locations



## METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the I-5 Rose Quarter Improvement Project 2025 Formal MTIP amendment (FB25-05-FEB1) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.



- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

#### Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
February 2025 TPAC agenda mail-out.....	January 31, 2025
Initiate the required public notification/comment process.....	February 4, 2025
TPAC amendment introduction.....	February 7, 2025
JPACT amendment introduction.....	February 20, 2025
March 2025 TPAC agenda mail-out.....	February 28, 2025
End Public notification/comment process.....	March 7, 2025
TPAC approval recommendation request to JPACT.....	March 7, 2025
<b>JPACT approval request.....</b>	<b>March 20, 2025</b>
Metro Council approval request.....	March 27, 2025

#### Notes:

\* The above dates are estimates. JPACT and Council meeting dates could change.

\*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT and/or Metro Council Office.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 2, 2025
• USDOT clarification and final amendment approval.....	Early May 2025

Approval Notes:

1. As of March 7, 2025, FHWA has reversed their two-step MTIP/STIP amendment approval requirement, Formal/full MTIP/STIP amendments will only require approval by the State FHWA field office. Approval by FHWA Washington DC will not be required. We are back to MTIP/STIP formal amendments regular approval steps.
2. The formal amendment is anticipated to proceed through JPACT and Metro Council on the Consent Calendar.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Based on previous testimony on similar projects, there are two known active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:

- No More Freeways
- Neighbors for Clean Air
- BikeLoud
- AORTA (Association of Oregon Rail and Transit Advocates)
- Families for Safe Streets
- Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated.

2. **Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the updated Rose Quarter Improvement project to initiate expanded construction phase activities including the construction of auxiliary lanes on I-5 within the project limits.

4. **Metro Budget Impacts:** None. The project funding is not Metro allocated or managed funds. All project funding is under ODOT management.

**RECOMMENDED ACTION:**

**TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.**

**Attachments:**

- Attachment 1: Rose Quarter STIP Programming Summary
- Attachment 2: Project Performance Assessment Evaluation Summary (updated)
- Attachment 3: Unit Mobility December 2024 OTC Finance Strategy Item
- Attachment 4: I-5 Rose Quarter January 2025 OTC Item
- Attachment 5: Responses to TPAC Questions (new)
- Attachment 6: Phase 1/Phase A Full Build-out Exhibit (new)
- Attachment 7: TPAC and JPACT Meeting Summaries

Current Rose Quarter STIP Project Programming  
Includes Project Keys 19071, 23646, 23672, and 23782

STIP Fund Code References					
Fund Code	Type	Name	Fund Code	Type	Name
ACP0	Federal	Advance Construction	M0E2 M002 Z001	Federal	National Highway Performance Program
NE01	Federal	Neighborhood Access and Equity (NAE) grant funding	S010	State	General State funds usually reflecting the minimum match requirement
Z460	Federal	National Highway Freight Program (NHPP)	Other	State or Local	General state or local funds above the minimum match

Note: Advance Construction reflects a placeholder fund code. The final committed fund code will be applied at a later date. The final conversion code could be from the NAE grant program, NHPP, HB2017, or another eligible federal fund code for the project.

### Key 19071

Represents the non-construction phase project programming (Planning, Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and Other phases.

Name: I-5 Rose Quarter Improvement Project				Key: 19071	
<p><b>Description:</b> The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during construction. Subsequent projects will advance other elements of the Rose Quarter effort.</p> <p style="text-align: right;">Region: 1</p>					
MPO: Portland Metro MPO			Work Type: MODERN		
Applicant: ODOT			Status: FUNDED THROUGH UTILITY RELOCATION		
Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH
Current Project Estimate					
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction
Year		2016	2020	2025	2025
Total		\$187,391,997.18	\$41,000,000.00	\$7,500,000.00	\$250,000.00
Fund 1	ACP0	\$119,886,000.00	ACP0	\$37,810,200.00	NE01
Match		\$10,114,000.00	\$3,189,800.00		ACP0
Fund 2	NE01	\$30,000,000.00			
Match					
Fund 3	Z460	\$15,000,000.00			
Match		\$1,265,452.18			
Fund 4	OTH0	\$4,000,000.00			
Match					
Fund 5	M0E2	\$2,331,145.31			
Match		\$196,663.53			
Fund 6	Z001	\$1,844,400.00			
Match		\$155,600.00			
Fund 7	M002	\$1,474,354.49			
Match		\$124,381.67			
Fund 8	S010	\$1,000,000.00			
Match					
<p><b>Footnote:</b> Current funding: \$67,750,000 USDOT FY23 Grant, \$1,626,545 Enhance, \$2.5M FAST ACT, \$16,265,452.18 NHFP, \$5M Metro Bond per IGA 31954, \$2M Redistribution, \$102M HB2017</p>					
Most Recent Approved Amendment					
Amendment No: 24-27-1281			Approval Date: 8/30/2024		
<p>Requested Action: Add project to the current STIP by adding Utility Relocation and Other phases. Increase the Preliminary Engineering phase by \$30,000,000. Update the project scope.</p>					



**Key 23646**

This is the city of Portland related project to the overall Rose Quarter Improvement project.

<b>Name: Broadway Main Street and Supporting Connections</b>						<b>Key: 23646</b>	
<b>Description</b> Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025	2026	2026	2026		
Total		\$8,255,000.00	\$591,000.00	\$130,000.00	\$29,418,000.00		\$38,394,000.00
Fund 1		ACP0 \$8,255,000.00	ACP0 \$591,000.00	ACP0 \$130,000.00	ACP0 \$29,418,000.00		
Match							
<b>Footnote:</b> \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program.							
<b>Most Recent Approved Amendment</b>							
Amendment No: 24-27-1081				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant.							

**Key 23672**

This ODOT project represents a construction segment that will focus on the replacement of three aging I-5 bridges by constructing the highway cover.

<b>Name: I-5 Rose Quarter: Broadway to Weidler Phase 1</b>						<b>Key: 23672</b>	
<b>Description</b> Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.							Region: 1
MPO: Portland Metro MPO				Work Type: MODERN			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$382,250,000.00		\$382,250,000.00
Fund 1					ACP0 \$382,250,000.0		
Match							
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: 24-27-1241				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant for the initial construction of the central part of the highway cover on I-5.							

**Key 23682**

This ODOT project will complete required Stormwater mitigation actions at and around the Fremont bridge

Name: <b>I-405 and I-5 Stormwater Facilities</b>					Key: <b>23682</b>		
Description: <b>Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.</b>							Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>				Work Type: <b>BRIDGE</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACP0 \$4,611,000.00		
Match					\$389,000.00		
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: <b>24-27-1279</b>				Approval Date: <b>9/13/2024</b>			
Requested Action: <b>Add new project, moving funds from project key 21219.</b>							

## **MTIP Amendment for Phase 1 of the Rose Quarter Interstate 5 and Investment Priority Policies Major Project Assessment Summary**

This attachment is a summary assessment of a proposed amendment to the 2024-27 MTIP to add design, right of way acquisition, utility relocation, and construction phases of the Rose Quarter (RQ) project. The assessment reviews and evaluates the Phase 1 (partial build) of the Interstate 5 Rose Quarter project. It is provided to inform the amendment decision process regarding consistency with investment priority policies.

### **History of Rose Quarter Interstate 5 Project and Proposed MTIP amendment**

Decades of planning and partnership by ODOT and the City of Portland (City) have occurred to address the safety and operational needs on Interstate 5 (I-5) and within the Broadway/Weidler interchange through the Rose Quarter. I-5 is the main north-south highway moving people and goods and connecting cities and towns across the west coast of the U.S. between Mexico and Canada. I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon, and the 28<sup>th</sup>-worst freight bottleneck in the nation.

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5.

The Oregon Transportation Commission, at its December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

The increase of \$250 million from House Bill 2017 Urban Mobility Strategy funds, and the proposed amendment, will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure (including removing and replacing the Broadway, Weidler and Williams structures) and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and

shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.

- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

### Consistency with Metro's I-5 Rose Quarter Project: Values, Outcomes and Action

JPACT and Metro Council are currently considering an MTIP amendment to program funds for a construction package that partially completes the improvements to the Interstate 5 mainline that are included in the I-5 Rose Quarter (I5RQ) project. Metro Council approved a set of Values, Outcomes and Actions for the I5RQ project in April 2020 that has guided Metro's engagement in the project ever since. This document reviews the current status of the project in implementing each action identified in the Values, Outcomes and Actions document, and summarizes overall progress with respect to each of the three values.

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
<i>1. Advancing racial equity and committing to restorative justice</i>	<i>Complete / ongoing</i>	
1A. Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to consider the land value created by this project and the urban design features described in the Albina Vision.	Ongoing	Albina Vision Trust (AVT) has completed their Metro-funded Community Investment grant project. This work continues to inform their engagement with I5RQ, including through partnership with PBOT on two federally funded Reconnecting Communities grant projects <sup>1</sup> that focus on development strategies and surface street improvements in and around the project area. Coordination between AVT and ODOT is ongoing. In March 2024 the OTC directed ODOT to work with AVT to prioritize offering AVT the right to develop new parcels created by I5RQ. AVT also recently signed a letter of commitment indicating its intent to continue coordinating with ODOT and other partners on I5RQ.
1B. Appoint a landscape design team to inform a community-led	Complete	The consultant team completed the Independent Cover Assessment in July 2021, which recommended a cover design that

<sup>1</sup> For more information on these projects, see <https://www.portland.gov/bps/planning/reconnecting-albina/about> and <https://www.portland.gov/transportation/news/2024/3/8/pbot-news-release-portland-mayor-commissioner-and-transportation>.



<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
decision-making process on highway cover design.		maximized developable space on and around the cover, as well as changes to surrounding transportation facilities to improve access to and foster development on the cover. <sup>2</sup> All project partners subsequently agreed to a cover design through a letter of agreement with the Governor's office signed in January 2022.
1C. Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.	Ongoing	The goals and strategies outlined in the Project's Diversity and Subcontracting Plan <sup>3</sup> are designed to help develop, mentor, expand expertise and build the capacity of DBEs, as well as to promote workforce development and economic opportunities for historically underrepresented populations. Other topics discussed in this outcome, including anti-displacement, restorative community building investment, wealth creation, and land ownership opportunities are the subject of one of the collaborative PBOT-AVT projects discussed under item 1A. <sup>4</sup>
Establish a committee to oversee implementation of the DBE contracting process.	Complete	ODOT established the Community Oversight Advisory Committee <sup>5</sup> to oversee implementation of DBE contracting in 2020. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.
<i>2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>	<i>Not on track</i>	
2A. Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.	Not on track	In March 2024, Governor Kotek and the Oregon Transportation Commission ordered ODOT to stop work on the Regional Mobility Pricing Project (RMPP; the official project name of the I-5 tolling program); the project is now on hold indefinitely. <sup>6</sup> This decision poses an obstacle to achieving all actions associated with pricing.
2B. Link the project with larger I-5 corridor planning efforts by taking into account the transportation	Ongoing	As discussed in more detail in the project Supplemental Environmental Assessment

<sup>2</sup> [https://www.i5rosequarter.org/pdfs/independent\\_cover\\_assessment/RQ-CAP-Report.pdf](https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf)

<sup>3</sup> [https://www.i5rosequarter.org/media/izoepgnp/ch\\_2\\_reconciled\\_diversity\\_subcontracting\\_plan.pdf](https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf)

<sup>4</sup> <https://www.portland.gov/bps/planning/reconnecting-albina/about>

<sup>5</sup> <https://www.i5rosequarter.org/committees/>

<sup>6</sup> <https://www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx>

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.		(SEA), <sup>7</sup> the modeling assumptions provided by Metro to the project account for all projects up and down I-5 that were then included on the Regional Transportation Plan project list, and the SEA analyzed potential project impacts to traffic speeds and volumes at locations on I-5 outside the immediate project area. However, the decision to pause RMPP (see 2A) eliminates some of the needs and/or opportunities for this project to coordinate with larger I-5 corridor planning activities
2C. Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.	Not on track	According to a progress report provided by ODOT to project partners in April 2023, which characterized pricing work as in progress and ongoing as part of the project development process, congestion pricing for I5RQ “is being addressed through the Regional Mobility Pricing Project.” Now that RMPP is on hold there is no plan to price the project prior to completion.
<i>3. Engaging stakeholders through a transparent and inclusionary decision-making process</i>	<i>Complete</i>	
3A. Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.	Complete	The project website provides extensive detail about the COAC (the official name of the CAC), ESC, and other project committees, including their charters, membership, and meeting minutes. <sup>8</sup>
3B. Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).	Complete	See response to 3A—this information is described in the charters of these committees, which are available via the project website.
3C. Clearly describe to agency partners how the OTC’s 11 actions will be incorporated into the project and have timelines synchronized in a way that	Mostly complete	These 11 actions largely align with Metro Council’s Values, Outcomes and Actions; they include calls for ODOT to establish committees, document decision-making processes, conduct an independent cover

<sup>7</sup> [https://www.i5rosequarter.org/media/kxjgs5tl/i5rq\\_rsea\\_appendixa\\_traffic\\_508.pdf](https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf)

<sup>8</sup> <https://www.i5rosequarter.org/committees/>

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
ensures transparency and accountability.		evaluation, apply congestion pricing, and coordinate with partners. Most of these actions are complete except for those related to pricing.
3D. Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.	Complete	In August 2022, the Portland City Council unanimously adopted an Intergovernmental Agreement to formalize a partnership between ODOT and the City in delivering the project. ODOT and TriMet also executed an IGA related to I5RQ in August 2022.

### **Consistency with the Congestion Management Process and Oregon Highway Plan**

#### **Consistency with OHP Policy 1G and Action 1G.1**

Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 directs ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. As public documents and presentations on the Interstate 5 Rose Quarter project to date have shown the known elements to the project includes: freeway cap, auxiliary lanes, on and off ramp improvements and spacing, active transportation enhancements, and local street connectivity. The scope elements are consistent with the first two steps of the OHP Action 1G.1 in addressing the overarching needs of the Interstate 5 corridor. The Project has documented consistency with the state and regional policy by focusing the project scope on the first two steps of the Oregon Highway Plan (OHP) Action 1G.1. These two steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

#### **Consistency with Regional Transportation Functional Plan**

Additionally, the Rose Quarter Interstate 5 project is consistent with Section 3.08.220 of the Regional Transportation Functional Plan in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements.
2. Transit, bicycle and pedestrian system improvements.

3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the RTP, to provide alternative routes and encourage walking, biking and access to transit; and
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

#### **Consistency with Local Plans**

Lastly, the Rose Quarter project would provide transportation infrastructure to support the land use plans for the Rose Quarter and the Albina neighborhood. The I-5 Rose Quarter Improvement Project also is included in adopted Portland regional land use and transportation plans. Specifically, the project would support the City of Portland's Central City 2035 Plan and Transportation System Plan, adopted in June 2018. The Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. The Metro Council and the Joint Policy Advisory Committee on Transportation adopted the proposed Project as part of the Regional Transportation Plan in 2014, 2018 and again in 2023. The current proposed amendment is a partial build of the full project, but this initial phase is consistent with the full build that was included in the most recent RTP with no new project elements.

#### **Policies on RTP Investment Priorities**

The following is an assessment of how the proposed MTIP project amendment advances the RTP investment priorities of Equity, Climate, Safety, Mobility and Economy and how the project impacts the package of MTIP investments towards those RTP goals. It is based on the similar assessment completed as part of the initial evaluation and adoption process for the 2024-27 MTIP. Economy was recently included in the 2023 RTP but was not part of the 24-27 MTIP assessment process. It has been included in this assessment. A summary of the evaluation results based on the RTP investment priorities is provided in Table 1. The detailed analysis by performance measure for each RTP investment priority is outlined following the summary table. In addition to the proposed amendments that were evaluated, staff performed a full build analysis of the project to ensure consistency with the RTP. Included is both a summary evaluation in Table 2 and a detailed analysis for each performance measure.



**Table 1. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Phase 1**

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	0	0	+/o
Climate	0	0	+/o
Safety	0	0	N/A
Mobility	0	0	N/A
Economy	+	+	N/A

**Table 2. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Full Build**

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	0	0	+/o
Climate	0	0	+/o
Safety	0	0	N/A
Mobility	0	0	N/A
Economy	+	+	N/A

**\*The full build is not a part of the proposed amendment, but the evaluation is included to show RTP consistencies.**

**Key:**

- o neutral or still to be determined until further details are known
- ^ not directly addressing the region's desired outcome; has other related benefits
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o potential to trend toward desired outcome but still to be determined until further details are known
- /o risk to trend away from desired outcome but still to be determined until further details are known

## Equity

To measure equity in the context of the project, Metro staff describe whether the project increases access to travel options in Equity Focus Areas and summarize information provided by project staff on how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full build
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	TIP Modeling shows small but positive increase in access to jobs both region wide and in the MPA equity focus areas.  Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there is no significant change.	TIP Modeling shows small but positive increased access to jobs both region wide and in the MPA equity focus areas.  Modeling shows us an increase in access to jobs via auto trips across the MPA area from 437,713 to 438,129. An increase to jobs via transit from 73,711 to 73,725. There is also a small increase in MPA Equity Focus Areas as well. Access to jobs via auto trips in equity focus areas increased from 450,816 to 451,145. For transit, there is an increase from 89,378 to 89,402.
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	TIP modeling shows a small increase access to community places. There is no increase in access to community places via transit in the modelling. There is an increase of access to community places via auto trips from 2,734 to 2,735 in the MPA area and an increase from 2,863 to 2,864 in equity focus areas.	TIP modeling shows small but positive increase in access to community places. Results were the same from the phased build out.
Complete any gaps in the active transportation system in an equity focus area	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	The phase 1a & 1 project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build may include components of closing gaps in the active transportation network.	The full build does include a new bicycle and pedestrian bridge over I-5. Additional GIS analysis is required to determine whether the full build closes gaps in the active transportation system.

## Safety

To measure safety in the context of the project, a description of whether the project includes scope elements to address documented safety issues that contribute to crashes that result in fatal and serious injuries and include recognized safety counter measures is provided. An assessment of the scope is also compared against the region's high injury corridors to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. Additional relevant safety related information as provided by project staff is also summarized.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Increase level of investment to address fatalities and serious injuries	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	The I-5 Southbound corridor through Rose Quarter is identified in Metro's 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database. It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW,	As with PAE of phase 1a and 1, it is difficult to ascertain the amount of investment to address fatalities and serious injuries with the full build project.

		<p>utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs.</p>	
<p>Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas</p>	<p>2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.</p>	<p>The Project is in both a High Injury Corridor and a Low-Income Equity Focus Area. With the cost estimates provided it is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1.</p>	<p>The Project is in both a High Injury Corridor and an Equity Focus Area.</p>



## Climate

To measure climate in the context of the project, a summary of how the project aligns with Metro's RTP climate goals and policies and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel is provided.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Reduction of greenhouse gases per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	TIP modeling shows a very small increase of emission (less than 0.01%).	TIP modeling shows a very small increase (approx. 0.017%).
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	TIP modeling shows a 1 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,566.	TIP modeling shows a 2 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,567.
Improves system completeness of active transportation network	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	The project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build will include components of closing gaps in the active transportation network.	The complete build of the Rose Quarter does include completing gaps in the active transportation network. More specifically, the project aims to close gaps in the Green Loop through Lloyd District. Additional GIS analysis is needed to confirm that gaps are being addressed.

**Mobility**

To measure mobility relief in the context of the project, an assessment of whether the project proposes impacts to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	TIP modeling shows virtually no impact to mode splits. Total SOV trips remain the same (42.515%). There is a small increase from 38.681% to 38.683% for total HOV trips. All other trips remain the same, total transit trips (4.641%), total bike trips (3.826%), total walk trips (7.548%), and total school bus trips (3.282%).	TIP modeling shows the same amount of SOV trips (42.515%), a very small increase in HOV trips (increase of .003% from MTIP and .001 from phase 1), very small increase in transit trips (.001%), very small increase in school bus trips (.001%), and same amount for bike trips and walk trips.
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	TIP modeling shows a very small impact in miles traveled by mode.  There is an increase of personal vehicle driver miles traveled from 21,256,521 to 21,257,411. A small increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,724. A slight decrease in bike miles traveled from 842,597 to 842,412. A slight decrease in pedestrian miles traveled from 292,789 to 292,772. A small increase in transit miles traveled from 2,020,953 to 2,021,685.	TIP modeling shows small but negative impacts on vehicle miles traveled, bike miles traveled, and pedestrian miles traveled. There is a small positive impact on transit miles traveled.  There is an increase in personal vehicle miles traveled from 21,256,521 to 21,257,976. An increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,986. An increase in transit miles traveled from 2,020,953 to 2,021,685. There is a decrease in bike miles traveled from 842,597 to 842,412 and a decrease in pedestrian miles traveled from 292,789 to 292,765.

## Economy

To measure economic vitality in the context of the project, an assessment of whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1 & 1a)	Full Build
Increase transportation option in areas prioritized for future job growth.	1. Is the project located in an area that is prioritized for future job growth?	The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region's land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.	The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region's land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.
Increase transportation options in an area with higher-than-average job activity	2. Is the project located in an area with higher-than-average job activity?	According to <a href="#">Metro's Economic Value Atlas</a> , the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.	According to <a href="#">Metro's Economic Value Atlas</a> , the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item F – Urban Mobility Strategy Finance Plan Update

### **Requested Action:**

Approve an updated conceptual plan to close the funding gap for the Urban Mobility Strategy.

### **Background:**

In May and June 2024 the Oregon Transportation Commission (OTC) discussed the funding gap for elements of the Urban Mobility Strategy (UMS) and options to close that funding gap. Multiple factors require ODOT to secure additional resources to move UMS projects forward, including:

- Higher costs for the I-205 Abernethy Bridge project and the loss of expected tolling revenue have created a significant funding gap on this project.
- The I-5 Rose Quarter Improvements Project lacks sufficient funding to complete the project or even to begin construction in 2025.

The Commission took action to close this gap:

- The Commission approved transferring \$100 million from the I-405 Fremont Bridge painting project to close a portion of the funding gap on I-205 Abernethy. This was effectuated in the August Statewide Transportation Improvement Program (STIP) amendment.
- In May the Commission agreed to provide up to \$250 million from the \$30 million per year UMO set-aside from HB 2017 to match up to \$750 million in federal INFRA grant funding for the I-5 Rose Quarter. This funding would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter as originally intended.
- In June the Commission approved a conceptual finance plan that would close the remaining gap on I-205 Abernethy through issuance of additional Highway User Tax Revenue bonds that would be repaid by HB 2017 Bridge and Seismic funds otherwise programmed to projects in the STIP.

At the time, ODOT pledged to return to the OTC to complete work on the finance plan once the outcome of the INFRA grant for Rose Quarter was known. Events since June have provided ODOT greater clarity on funding for both I-205 and Rose Quarter.

### **I-205 Abernethy**



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ODOT has been working closely with Kiewit, the project contractor, to reach a settlement of existing claims to move the project forward to completion expeditiously. ODOT secured this settlement in November, which requires adding funding to the project's budget; ODOT is requesting this in a STIP amendment that will be considered separately from this finance plan. Based on this settlement, ODOT now estimates the project's total cost to be \$815 million, including preliminary engineering, construction, and a separate contract for soil stabilization needed for seismic resilience. This does not include pricing a number of known risks that have been identified by ODOT and the contractor, particularly risks associated with work on an aging bridge. Additional funding needed to cover these higher costs would come from Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds, which would reduce funding for projects in the STIP Bridge program for the next 25 years.

### **I-5 Rose Quarter**

ODOT did not receive the federal INFRA grant and the project's currently available funding of \$608 million is not sufficient to begin construction in 2025. Absent additional funding, the earliest construction could begin on the initial portion of the highway cover, funded by the Reconnecting Communities and Neighborhoods (RCN) grant, would be 2027.

ODOT will present the Commission an option for adding \$250 million to the funding for Rose Quarter to move to construction on significant elements of the project beginning in 2025 and expand upon the construction funded by the RCN grant. Adding this funding would allow ODOT to:

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover to be built with the RCN grant and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

An investment of this size would reduce the funding gap for the project, and beginning construction in 2025 would lock in pricing and prevent continued cost escalation of these elements.

The additional funding for Rose Quarter would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter project, for which they were originally intended. The funding gap on Abernethy would grow, requiring ODOT to issue Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds. This will have impacts to projects that would otherwise be funded from the state's Bridge program for the next 25 years.

### **Outcomes**

ODOT seeks Commission feedback and approval on two items.

- Direction on additional investments for the I-5 Rose Quarter.

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- Approval of an updated Urban Mobility Strategy finance plan that lays out the additional amounts of Highway User Tax Revenue Bonds needed.

If the Commission approves additional funding for I-5 Rose Quarter, ODOT will return with a STIP amendment to officially add these resources so the project can move to a construction start in 2025.

**Attachments:**

- Attachment 01 – Urban Mobility Strategy Finance Plan Updated (December 2024)

# Urban Mobility Strategy Finance Plan Update

## December 2024

### Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this initial plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring toll collections for the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project, which is already under construction, has increased for a number of reasons, including structural engineering elements, unanticipated project changes, delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct an initial portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT is developing plans to get this portion of the project under construction and is developing options for adding elements if additional funding is provided.

The net effect of these impacts is that there is a shortfall in the funding needed to complete the I-205 Abernethy Bridge, and also an opportunity to get the Rose Quarter under construction if additional funding can be identified.

This December 2024 update to the UMS Finance Plan approved by the OTC in June 2024 is designed to provide a path forward to closing the I-205 Abernethy Bridge funding gap now that the project's current cost estimate is known; it also offers the option to provide funding to the I-5 Rose Quarter to start construction in 2025. This document is designed as a conceptual finance plan to help frame up the Commission's decisions around allocation of funding. All figures in this document are estimates as of December 2024 and subject to change as actual project costs and expenditures are updated with

additional time. Similarly, the available funding from HB 2017 Urban Mobility Strategy bonds is subject to significant uncertainty, and the timing of expenditures and cash flow needs that will determine bond sales timing and debt service amounts for each year into the future will be determined as projects move forward. ODOT also maintains a more in-depth operational finance plan for the UMS projects that tracks expenditures and funding needs by quarter, which is used to determine the timing of bond issuance.

## Program Funding

Since the June 2023 UMS Finance Plan, a number of factors have changed the amount of funding available for the UMS.

- The decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million.
- The \$450 million RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project.
- In June the OTC approved a proposal to redirect \$100 million of Bridge program funds from the I-405 Fremont Bridge to the Abernethy Bridge.

With all these changes, the UMS has \$1.267 billion in total resources available.

**Table 1: Total Resources for UMS After June 2024 Update**

Revenue Sources	Amount	Notes
HB 2017 UMS	\$560	Bond proceeds and cash from the \$30 million annual set-aside of HB 2017 funds. Originally directed by HB 2017 to Rose Quarter; HB 3055 in 2021 allowed for use on other elements of the UMS.
Other Federal/ State/Local	\$257	Includes a variety of federal, state and local revenue sources, including \$100 million approved by OTC to transfer from I-405 Fremont to I-205 Abernethy in June 2024.
Federal Competitive Grants	\$450	Reconnecting Communities and Neighborhoods Grant for I-5 Rose Quarter.
I-205 Tolls	\$0	Tolling revenue is no longer included in UMS Finance Plan.
<b>Total Resources</b>	<b>\$1,267</b>	

Note: All dollar figures throughout this document are in millions of dollars.

The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale in the 2025-2027 biennium, with the timing dependent on cash flow needs and other factors. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.



## Project Costs and Expenditures

Since June 2023 a number of changes have occurred that impact expected costs and expenditures for the UMS projects.

### Tolling

The original UMS Finance Plan allocated \$263 million to implement tolling, including costs of developing and constructing tolling infrastructure on I-205 and I-5 and building the back office and customer service center necessary to collect tolls. Due to cancellation of the RMPP, pausing tolling on I-205, and transferring toll collection on IBR to the Washington State Department of Transportation, ODOT now anticipates spending about \$70 million on tolling across three toll projects, presenting savings of approximately \$193 million. The net loss of I-205 toll revenue due to the pause on tolling is about \$192 million.

### I-205 Abernethy Bridge

The total cost of completing the I-205 Abernethy Bridge project is currently estimated at \$815 million. This includes the anticipated total cost of three elements.

- Preliminary engineering for the I-205 corridor improvements.
- I-205 Abernethy Bridge construction (currently underway).
- Soil stabilization necessary for seismic resilience on the I-205 Abernethy Bridge.

ODOT anticipates completing the base construction project by the end of 2026, with soil stabilization work likely to begin in 2027 under a separate contract.

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the June 2024 update estimated \$750 million. Drivers of the higher cost include:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, and environmental permit required changes.

This current estimate of \$815 million does not include the likely price of additional risks that have been identified by the project team, so ODOT will return to update the Commission on the total cost of the project as risks are either addressed or become real. Additional funding will be likely be needed to address these risks and will be requested as needed in future STIP amendments to be approved by the Commission.

### I-5 Rose Quarter

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation allows ODOT to complete design of the three early work packages (formerly known as early work packages A, B and C), reach 30% design of the

main construction package and prepare for property acquisitions needed for construction. However, this funding will not allow the project to start construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion (including right of way acquisitions and utility relocations) and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound off-ramp relocation, nor multimodal street improvements. Grant funding is secured, with the design funding available now and construction funding to become available in advance of construction, now that ODOT has completed a grant agreement with the Federal Highway Administration. Construction on the RCN portion of the project is anticipated to begin by 2027.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion, based on the project's high-end estimate of \$1.9 billion. This is in part because UMS funds originally dedicated to Rose Quarter by HB 2017 were set aside for I-205 Abernethy and implementation of tolling after passage of HB 3055 to move the construction-ready I-205 Abernethy bridge project forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue.

In May the OTC agreed to contingently allocate up to \$250 million in HB 2017 funds to match an INFRA grant request of up to \$750 million. This funding would have closed a significant portion of the project's funding gap and allowed construction to begin in 2025, but ODOT did not receive this grant. However, ODOT has developed an option to allocate an additional \$250 million to the Rose Quarter that would fund the following elements, with construction able to start in 2025 if funding is provided in December and to expand upon the construction funded by the RCN grant.

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover built with RCN grant, and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

These improvements would have significant value, both in terms of providing a significant improvement to traffic flow and safety on I-5 (with the most robust improvements in the southbound direction) and also in extending the highway cover to north of Broadway.

If the Commission approves the additional \$250 million for Rose Quarter construction, the following elements of the project would remain to be funded:

- Completing the highway cover between Flint and Broadway

- Constructing the Hancock crossing (as part of the completed highway cover between Flint and Broadway)
- Completing multimodal local street improvements outside of RCN-funded highway cover area
- Constructing the pedestrian and bicycle bridge
- Completing the northbound auxiliary lane and shoulder (between the Broadway on-ramp and the Greeley off-ramp and between the I-84 on-ramp and Weidler off-ramp)
- Relocating the I-5 southbound off-ramp and new flyover structure

Based on the project cost range of \$1.5 to \$1.9 billion, the project's remaining costs would be approximately \$650 million to \$1.05 billion. The Urban Mobility Office will update and validate the Rose Quarter cost estimate, including this identified funding gap, in coordination with the Federal Highway Administration in spring of 2025.

### **Closing the Urban Mobility Strategy Funding Gap**

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for that project to ensure completion. A plan to close this gap needs to be developed in the near future, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency originally planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT may need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs prior to selling bonds to pay off the short-term borrowing. Taking out additional short-term debt requires identifying a replacement revenue source to pay back this short-term debt.

Table 2 shows the funds allocated to each UMS project in the June 2024 UMS Finance Plan Update, as well as a base update for December 2024 based on new cost estimates of I-205 Abernethy, tolling, and short-term financing. It also offers the option of providing the Rose Quarter an additional \$250 million of HB 2017 UMS funds to start construction in 2025. Under any of these scenarios, the funding gap would be covered using proceeds from Highway User Tax Revenue (HUTR) bonds backed by ODOT's HB 2017 Bridge and Seismic State Highway Fund revenues. If the Commission chooses to provide the additional funding for Rose Quarter, funding from the HB 2017 Urban Mobility Strategy funds would be shifted from I-205 Abernethy back to Rose Quarter, requiring the sale of more bonds backed by Bridge/Seismic funds.

As shown here, the impact to the Bridge/Seismic program differs based on the scenario, with approximately \$18 million in annual debt service needed under the base scenario and up to about \$35 million needed under the scenario that invests \$250 million in the Rose Quarter.

**Table 2: Estimated Funds Needed For UMS Projects**

<b>Project</b>	<b>June 2024 Update</b>	<b>December 2024 Update Base</b>	<b>December 2024 + RQ Construction</b>
I-205 Abernethy	\$750	\$815	\$815
I-5 Rose Quarter	\$608	\$608	\$858
I-5 Boone Bridge	\$4	\$4	\$4
Tolling	\$73	\$70	\$70
Short Term Financing Costs	\$36	\$15	\$15
<b>Total Funds Needed</b>	<b>\$1,471</b>	<b>\$1,512</b>	<b>\$1,762</b>
<b>Total Resources</b>	<b>\$1,267</b>	<b>\$1,267</b>	<b>\$1,267</b>
<b>Funding Gap</b>	<b>\$(204)</b>	<b>\$(245)</b>	<b>\$(495)</b>
<b>Annual Debt Service</b>	<b>\$15</b>	<b>\$18</b>	<b>\$35</b>

Additional bonds would need to be sold if the cost of I-205 Abernethy increases, as is expected based on the identified known risks. ODOT may also choose to sell additional bonds to cover cost escalation on other HB 2017 projects, such as the OR 22 Center Street Bridge, which faces a significant shortfall. Bonds would likely be issued in multiple tranches starting in the 2025-2027 biennium when funds are needed to pay project expenses. Legislative authorization for these bonds would be required in the 2025 bond bill.

Funding to pay back these bonds would be drawn from bridge projects statewide that are programmed in the 2024-2027 STIP or would be programmed in future STIPs. The bonds would likely be paid off in about 25 years from their date of issuance. Because all of the bonds will not be sold for several years, impacts to the Bridge program would likely be relatively small in the 2024-2027 STIP—likely in the range of \$45-50 million-- though ODOT would likely need to cancel or delay some projects. ODOT will return to OTC for actions to cancel or delay projects in the 2024-2027 STIP once we have greater insight into the amount of bonds to be issued, the timing of bond sales, and debt service amounts. The full impact would hit the 2027-2030 STIP after all the bonds are issued, but projects have not yet been programmed in this STIP. In the 2027-2030 STIP, the Bridge Program funding is \$272 million total and an estimated \$105 million will go towards debt service. For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects.

Depending on the timing of long-term bond sales, these options may require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. To avoid the use of short-term financing, and its associated costs, ODOT may elect to move up the sale of the legislatively-authorized HB 2017 UMS bonds to meet immediate cash flow needs. However, it should be noted that moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding in two ways:

- ODOT generates about \$1 million in additional cashflow each month from the portion of the funding that is not yet being paid in debt service; and



- The longer ODOT is able to wait to sell the remaining portion of UMS bonds, the more proceeds it can generate. Conversely, the sooner ODOT sells the remaining portion, the less proceeds it can generate.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges, could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

### Funding Needed to Complete the Urban Mobility Strategy Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the full I-5 Rose Quarter, including completing the auxiliary lanes and shoulders to address the traffic bottleneck and safety issues, as well as constructing the remainder of the highway cover, the multimodal local street improvements, and the relocation of the I-5 southbound off-ramp.
- Construction of I-205 Phase 2, which includes the missing lane between Stafford Road and the Abernethy Bridge as well as bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete environmental review, design and undertake construction.
- Replacement of the I-5 Boone Bridge for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete environmental review, design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.3 billion, with a \$3.1 billion funding gap, as shown in Table 3.

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.

**Table 3: Project Funding Gaps**

<b>Project</b>	<b>Notes</b>	<b>Cost (High)</b>	<b>Available Funding*</b>	<b>Funding Gap*</b>
<b>I-5 Rose Quarter</b>	Cost estimate will be updated in 2025. Available funding includes the RCN grant and previously allocated funding. Does not include \$250 million proposed for project construction.	\$1,900	\$608	\$(1,292)
<b>I-205 Abernethy</b>	Incorporates additional costs as noted above. Available funds includes all remaining HB 2017 funds.	\$815	\$570	\$(245)
<b>I-205 Phase 2</b>	Updated to assume project construction begins in 2031.	\$800	\$0	\$(800)
<b>I-5 Boone Bridge</b>	Cost estimate has not been updated since 2023 finance plan. A new cost estimate range will be developed in late 2024.	\$725	\$4	\$(721)
<b>Total</b>		<b>\$4,300</b>	<b>\$1,182</b>	<b>\$(3,058)</b>
*Based on December 2024 base funding scenario, with all remaining HB 2017 UMS funds dedicated to Abernethy. **Estimated annual debt service on 25 year Highway User Tax Revenue bonds, rounded to nearest \$10 million. ***Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service, rounded to nearest penny.		<b>Annual Debt Service**</b>		\$210-240
		<b>Fuels Tax Equivalent***</b>		9-11 cents/gallon

- Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$2.5 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter's \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant and a \$1.5 billion Bridge Investment Program grant. ODOT intends to continue seeking other federal grants for the UMS projects—particularly the Rose Quarter. However, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act expires. Funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IIJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. UMS projects may be eligible to receive other grants, though most are likely to be much more modest in size than those received to date.
- Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$3 billion in bond proceeds to close the funding gap would require about \$215 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 10 cents per gallon, along with complementary weight-mile tax revenue.
- Regional funding.** A portion of the UMS funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.

- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 6, 2025

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item G** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to 1) increase funding for the preliminary engineering, right of way, utility relocation, construction and other phases of the *I-5 Rose Quarter Improvement Project* (K19071); 2) increase funding and add scope to the *I-5 Rose Quarter: Broadway to Weidler Phase 1* (K23672) project; and 3) change the project name and mile points, and increase funding to the construction phase of the *I-405 and I-5 Stormwater Facilities Project* (K23682).

**Requested Action:**

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for the I-5 Rose Quarter Improvement Project from \$623,391,997 to \$873,391,997. This new funding of \$250,000,000 is from House Bill 2017 Urban Mobility Strategy funds, as directed by the Oregon Transportation Commission at its December 4, 2024, meeting, for the three projects related to the I-5 Rose Quarter Improvement Project as follows:

1. Increase funding for *K19071 I-5 Rose Quarter Improvement Project* from \$236,141,997 to \$248,641,997. This funding will provide \$12,500,000 from HB2017 Urban Mobility Strategy funds to the preliminary engineering, right of way, utility relocation, and other phases.
2. Increase funding and add scope to *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1* from \$382,250,000 to \$559,750,000. This project will increase by \$177,500,000 in HB2017 Urban Mobility Strategy funds to the construction phase and the scope will be expanded to build an additional portion of the highway cover and provide initial investments in I-5 safety and operational improvements.
3. Increase funding, change the project name and mile points, and add scope to *K23682 I-405 and I-5 Stormwater Facilities* project from \$5,000,000 to \$65,000,000. This project will increase by \$60,000,000 in HB2017 Urban Mobility Strategy funds to the construction phase. The project name will change to I-5 Rose Quarter: Phase 1A, the project mile points will change to MP 301.2-303.4 (from MP 301.4 to 303.2), and the scope will expand to include bridge and seismic improvements in the project area in addition to already planned stormwater improvements.



Oregon Transportation Commission  
Page 2

STIP Amendment Funding Summary

<b>I-5 Rose Quarter Improvement Project (K19071)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2016	\$187,391,997	\$197,391,997
Right of Way	2020	\$41,000,000	\$42,000,000
Utility Relocation	2025	\$7,500,000	\$8,500,000
Construction	NA	\$0	\$0
Other	2025	\$250,000	\$750,000
<b>TOTAL</b>		<b>\$236,141,997</b>	<b>\$248,641,997</b>

<b>I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$382,250,000</b>	<b>\$559,750,000</b>

<b>I-405 and I-5 Stormwater Facilities Project (K23682) - to be known as I-5 Rose Quarter: Phase 1A</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$5,000,000</b>	<b>\$65,000,000</b>

**Background:**

The purpose of the I-5 Rose Quarter Project is to improve the safety and operations on Interstate 5 (I-5) between Interstate 405 (I-405) and Interstate 84 (I-84), as well as the local streets in the I-5 Broadway/Wielder interchange within the city of Portland.

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and currently feature the biggest traffic bottleneck in Oregon. The project will also

improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

In March 2024, the U.S. Department of Transportation awarded ODOT's I-5 Rose Quarter Improvement Project with a \$450 million grant to build an initial portion of the highway cover. In August 2024, the Oregon Transportation Commission and Metro Council unanimously agreed to approve the spending of this grant award and respectively approved amendments to the State Improvement Transportation Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) to program these funds for the design activities and construction of the initial, central segment of the highway cover around Broadway and Weidler.

Building on this federal funding, the Oregon Transportation Commission, at their December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

#### Funding Summary

The increase of \$250,000,000 from HB2017 Urban Mobility Strategy funds will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover to include the Broadway structure and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.
- *K23682 I-405 and I-5 Stormwater Facilities Project:* The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

#### Outcomes:

With approval, the Oregon Department of Transportation (ODOT) will move forward with design and other activities for the *K19071 I-5 Rose Quarter Improvement Project*. With approval, ODOT also will advance construction for two other phases of the project: *K23672 I-5 Rose Quarter: Broadway to*

*Weidler Phase 1* to build the initial portion of the highway cover from the southern portal to north of Broadway, build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit, extend an initial portion of the existing northbound auxiliary lane and shoulder under the highway cover, and build sign bridges and associated Intelligent Transportation Systems, with construction starting by 2027 and *K23682 I-5 Rose Quarter: Phase 1A* to build bridge work in the southern project area and construct stormwater facilities near I-405 with construction starting in 2025. This approval would be consistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

Without approval, ODOT would not begin construction in 2025 and would not construct any portions of the project beyond what is funded by the \$450 million Reconnecting Communities and Neighborhoods grant and \$5 million for stormwater improvements. Ultimately, without approval, this would delay timely project delivery and would be inconsistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

**Attachments:**

- Attachment 01 – KEY 23682 Vicinity and Location Map
- Attachment 02 – KEY 19071 Vicinity and Location Map

# STIP PROJECT LOCATION

**K23682**

Agenda Item G, Attachment 01

## I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

PROJECT LOCATION



REGION



COUNTY



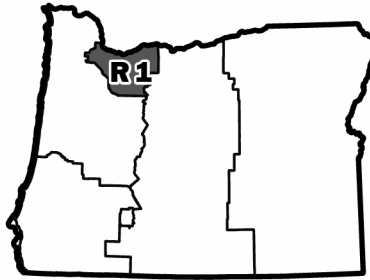
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INTERSTATE

STATE ROAD

LOCAL ROAD

RAILROAD



DATE: 12/11/2024  
PROJECT NO. 23-52  
ODOT | GIS UNIT

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# STIP PROJECT VICINITY

**K23682**

da Item G, Attachment 01

## I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

### PROJECT LOCATION



REGION



COUNTY



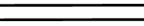
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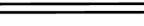
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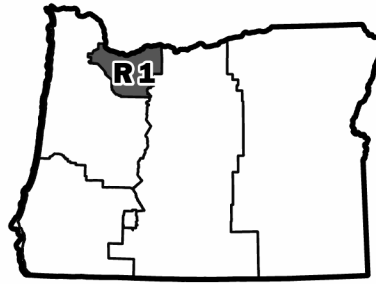
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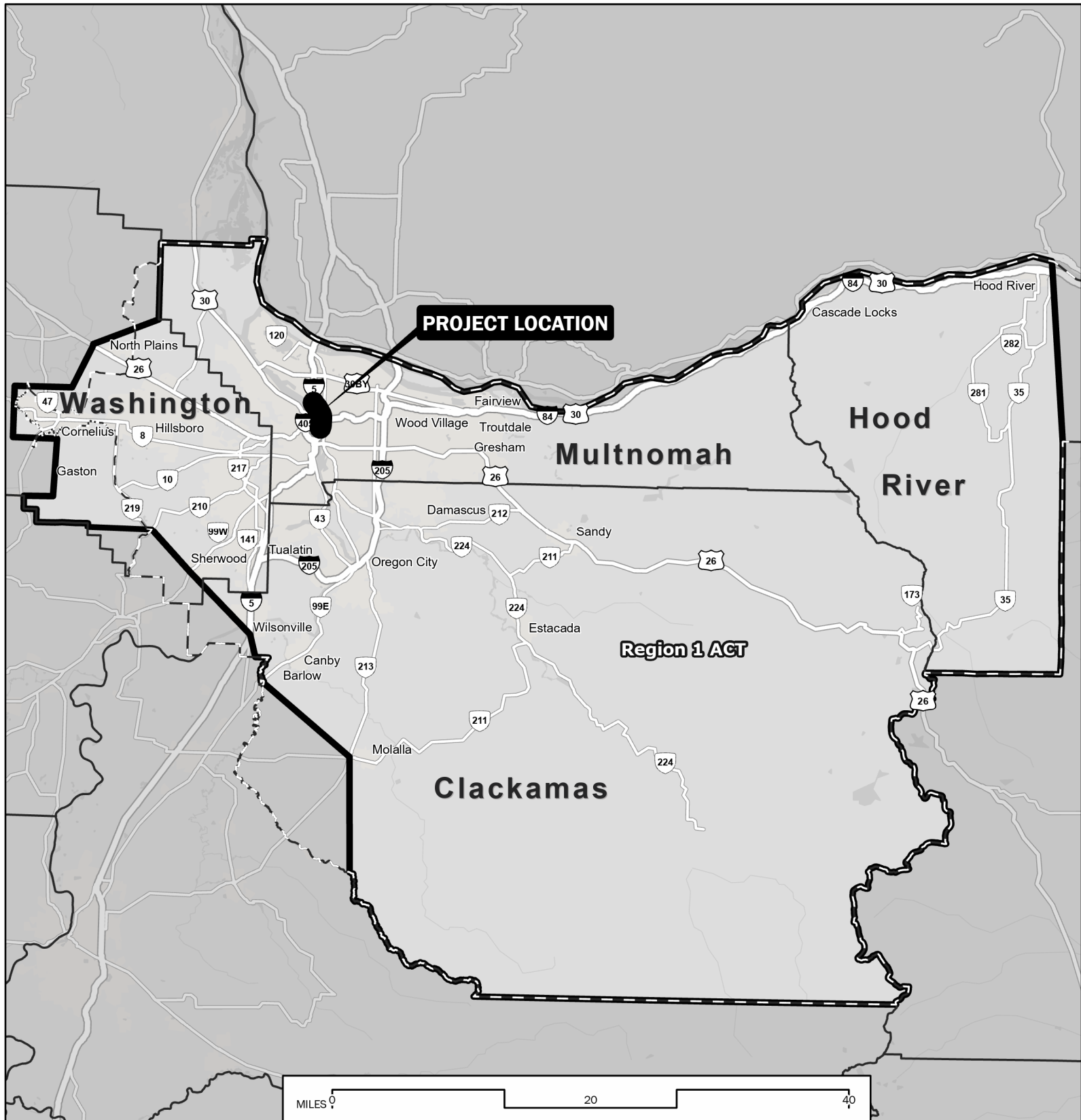


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DATE: 12/11/2024  
PROJECT NO. 23-52  
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# STIP PROJECT LOCATION

**K19071**

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

PROJECT LOCATION

Agenda Item G, Attachment 02



REGION



COUNTY



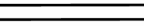
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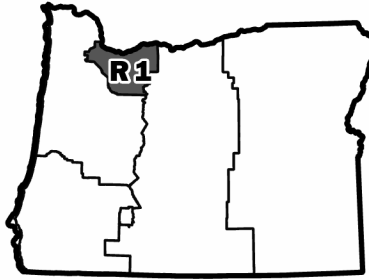
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LOCAL ROAD



RAILROAD



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PROJECT NO. 23-52  
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# STIP PROJECT VICINITY

**K19071**

da Item G, Attachment 02

Attachment 4: I-5 Rose Quarter, January 2025 OTC Item

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

PROJECT LOCATION



REGION



COUNTY



ACT

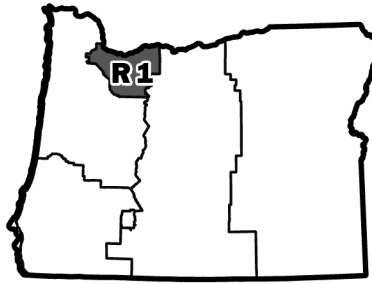


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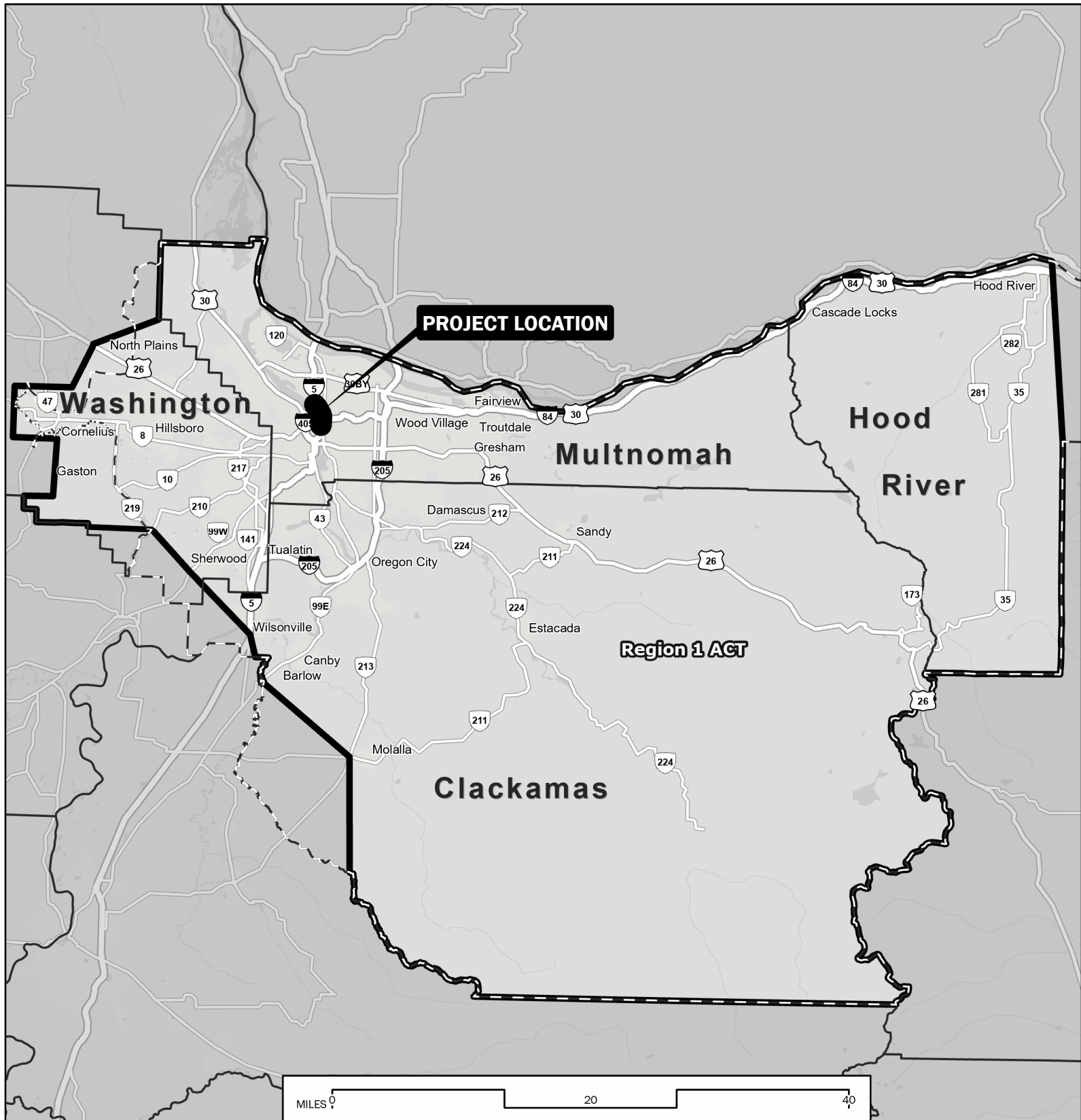
LOCAL ROAD

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PROJECT NO. 23-52  
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**Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment at the February 7, 2025, meeting in advance of an approval recommendation that will be presented to TPAC during the March 7, 2025, meeting. Several TPAC members raised questions and asked for additional information about aspects of the Performance Evaluation Assessment (PAE) and the project. This summary provides additional information in response.**

**Topic 1:** Project impacts on transit service and performance measures outputs on transit access to jobs and transit access to community places.

**Response:** Following the meeting, TriMet staff reported to Metro staff that the proposed project will not impact headways, but that it will degrade transit speeds. TriMet staff also shared a desire to more appropriately categorize impacts on access via transit. Since there is a negligible difference in access via transit, the Equity portion of the PAE has been changed from “increases in transit access” to “no significant change in access via transit”. The Equity table on pg. 8 of the PAE Summary (Attachment 2) has been updated to the following:

“Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and ~~an increase from 73,711 to 73,715 for transit trips~~ no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there ~~is an increase from 89,378 to 89,386~~ no significant change.”

**Topic 2:** Project compliance with Metro’s Climate Smart Strategy and models used to analyze the project in the RTP and MTIP.

**Response:** Since the three proposed amendments would amend the 2024-27 MTIP, Metro staff used the same tools used in the adopted MTIP (Regional Travel Demand Model, MOVES, GIS) to measure performance of the proposed projects. The performance analysis used the MOtor Vehicle Emission Simulator (MOVES) model to model emissions. The proposed MTIP projects show a very small increase in GHG emissions (less than 0.01%). The Climate table on page 11 of the PAE Summary (Attachment 2) includes additional information on the model results.

The 2023 RTP used the same three models, as well as one additional tool developed by ODOT, VisionEval. The 2023 RTP used VisionEval for its climate analysis because the region’s long term greenhouse gas (GHG) reduction targets were set by the state using VE and are based on the policy levers that the VE model accounts for, including state-led actions adopted in the Statewide Transportation Strategy (STS) tests. The VisionEval model yields different results than MOVES because VE accounts for different policies than the travel model, including implementation of TDM and TSMO and the higher levels of state-led pricing actions adopted in the STS.



**Topic 3:** Ensuring investments are targeted to prevent death and serious injury crashes where they occur.

**Response:** The I-5 Southbound corridor through Rose Quarter is identified in Metro's 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. Within the five-year period, a total of two fatal and 17 serious injury crashes occurred, and of those two involved pedestrians entering the freeway. (See Table 1 below.) The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database.

It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW, utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs. The proposed amendment provides funding for ramp-to-ramp lanes and improved shoulders on I-5 southbound between the Broadway exit and the Morrison Bridge exit. Project information explains that these project elements *“allow transitions without merging into traffic and are effective in improving safety”* and *“support improved traffic flow and will result in a safer experience with potentially less crashes.”*

Table 1: Fatal and Serious Injury Crashes, I-5 Southbound within Proposed Project Area (2018-2022)

Crash Type Description*	Fatal Injury (K)	Suspected Serious Injury (A)	Grand Total
<b>2019</b>	<b>1</b>	<b>4</b>	<b>5</b>
Driving in excess of posted speed		1	1
Improper change of traffic lanes		1	1
Made improper turn		1	1
Non-motorist illegally in roadway	1	1	2
<b>2021</b>	<b>1</b>	<b>9</b>	<b>10</b>
Disregarded traffic signal		1	1
Failed to avoid vehicle ahead		5	5
Improper change of traffic lanes		1	1
Inattention		1	1
Reckless Driving (per PAR)		1	1
Wrong way on one-way road; wrong side divided road	1		1
<b>2022</b>		<b>4</b>	<b>4</b>
Did not yield right-of-way		1	1
Failed to avoid vehicle ahead		2	2
Improper change of traffic lanes		1	1
<b>Grand Total</b>	<b>2</b>	<b>17</b>	<b>19</b>

\*No reported crashes in 2018 & 2020

**Topic 4:** Ensuring that the proposed Bike/Ped bridge over I-5 is funded and built.

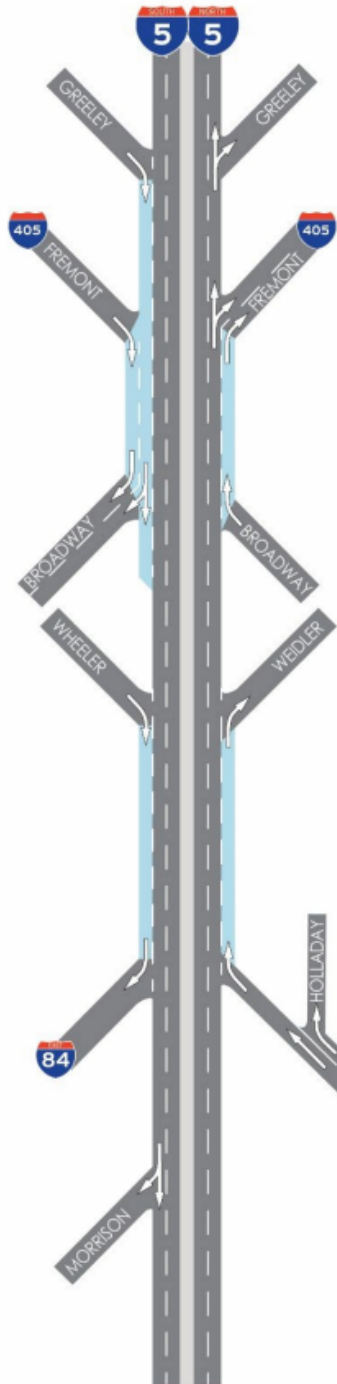
**Response:** Metro staff reached out to the ODOT team for additional information. Rose Quarter Project Director Megan Channell provided the response below:

*“ODOT, together with partners, is committed to completing the I-5 Rose Quarter Improvement Project in its entirety, as described in the federally approved Revised Supplemental Environmental Assessment. All elements of the project, including improvements on Interstate 5, the full highway cover, the surrounding surface streets, and the bike/ped bridge, are critical for this project’s success. The federal environmental review approval is for the full project and ODOT’s support for delivering all project elements is consistent with this federal approval and the National Environmental Policy Act (NEPA) process. ODOT plans to continue to pursue additional funding at the state and federal levels, including working with legislative partners in the 2025 session, to bridge the gap between what has already been secured and what is needed to build the full project. ODOT fully supports the sentiments in the January 15, 2025 joint letter of partner support between the Albina Vision Trust, City of Portland, Portland Trail Blazers/Rip City Management and ODOT (included in the February 7 MTIP packet) that underscores this commitment to deliver the project in phases to match funding availability and support delivering the project in full to meet all of the project’s expected positive outcomes.”*

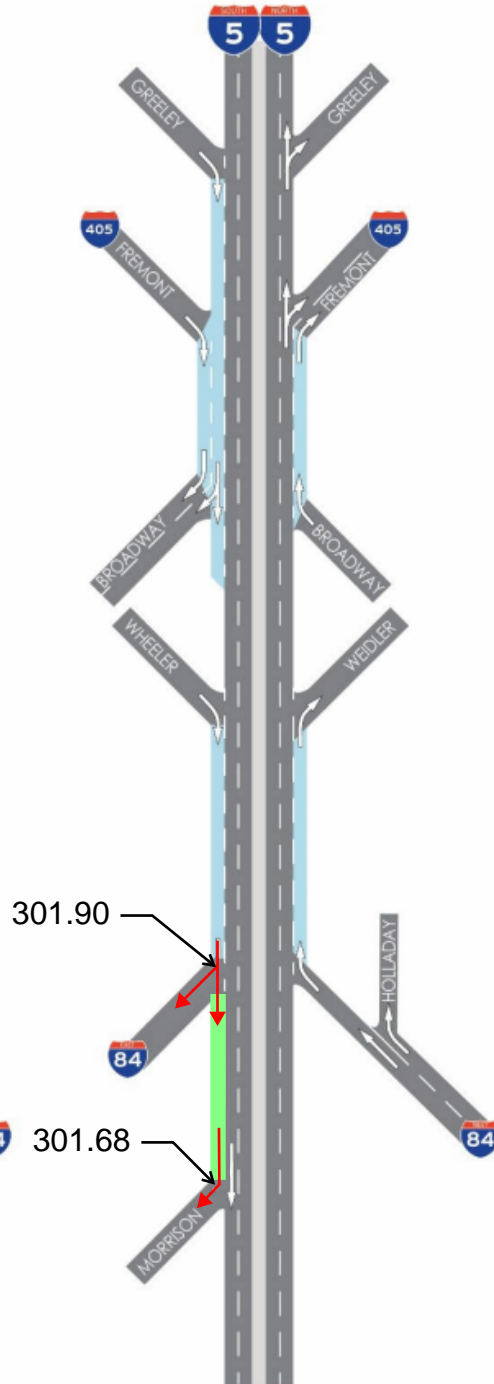
**Topic 5:** Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials.

**Response:** Metro staff performed the Travel Demand Model (TDM) analysis at the regional level to assess the effect of a large number of projects working in conjunction with each other within the 2024-27 MTIP. The 2024-27 MTIP contains 108 projects. The proposed amendment adds one additional project to the Travel Demand Model. To understand the effects of congestion on I-5 on crash rates on nearby arterials, a corridor level study would need to be performed and is beyond the scope of the MTIP amendment process. At the corridor scale, the TDM can provide more detailed metrics like line specific transit line ridership information, changes in average speeds on road facilities, vehicle volumes on facilities, and vehicle routing patterns. While other types of analysis like microsimulation/dynamic traffic assignment could be useful in assessing some local impacts of proposed projects, they are not within the scope of what Metro can provide to the MTIP amendment process.

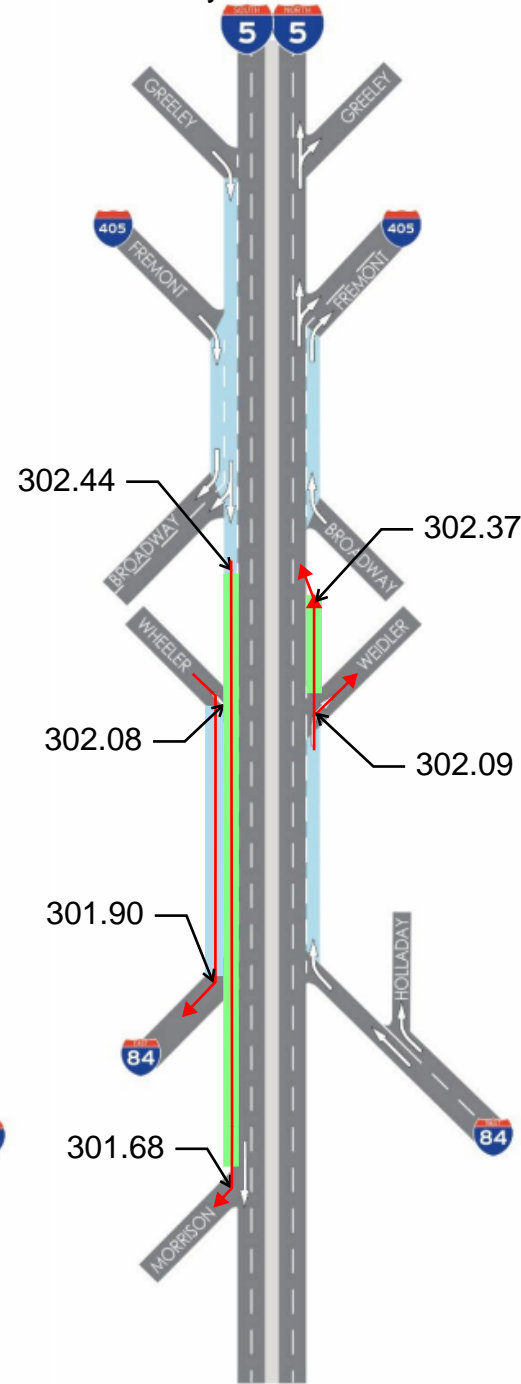
## Existing Conditions



## K23682 I-5 Rose Quarter: Phase 1A



## K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Attachment 6: Phase 1 and 1A Full Build

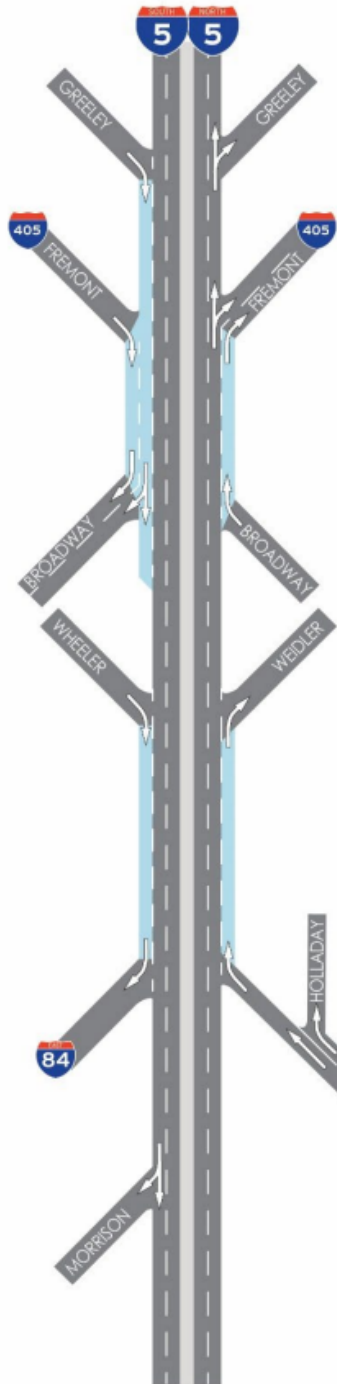
### Legend:

Existing I-5 Travel Lanes  
New Auxiliary Lanes

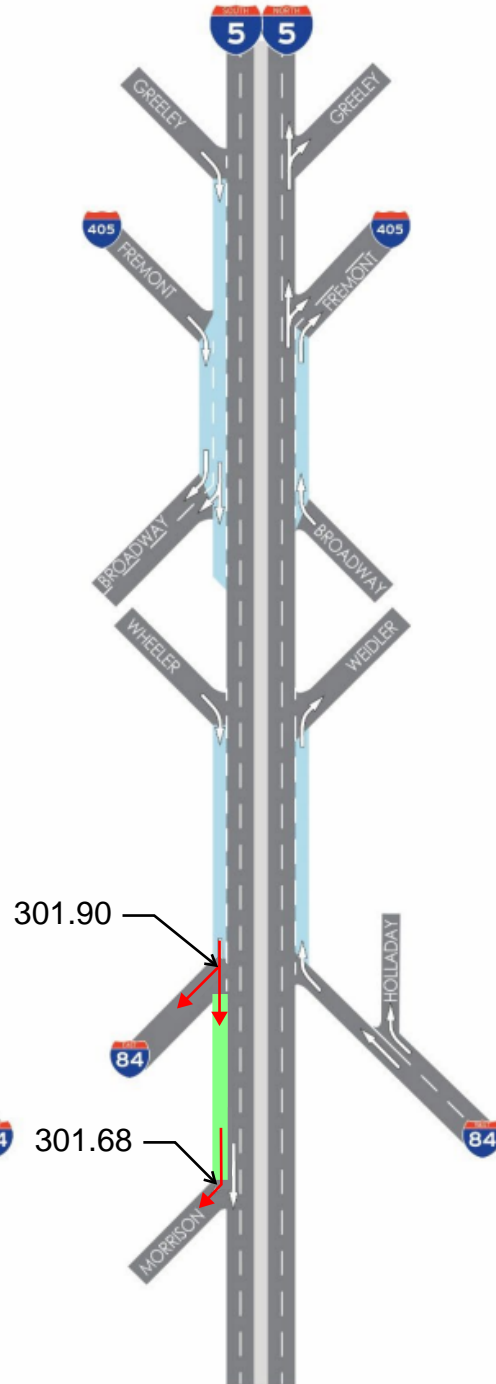
Existing Auxiliary Lanes

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

## Existing Conditions



## K23682 I-5 Rose Quarter: Phase 1A



Attachment 6: Phase 1 and 1A Full Build

### Legend:

Existing I-5 Travel Lanes  
New Auxiliary Lanes

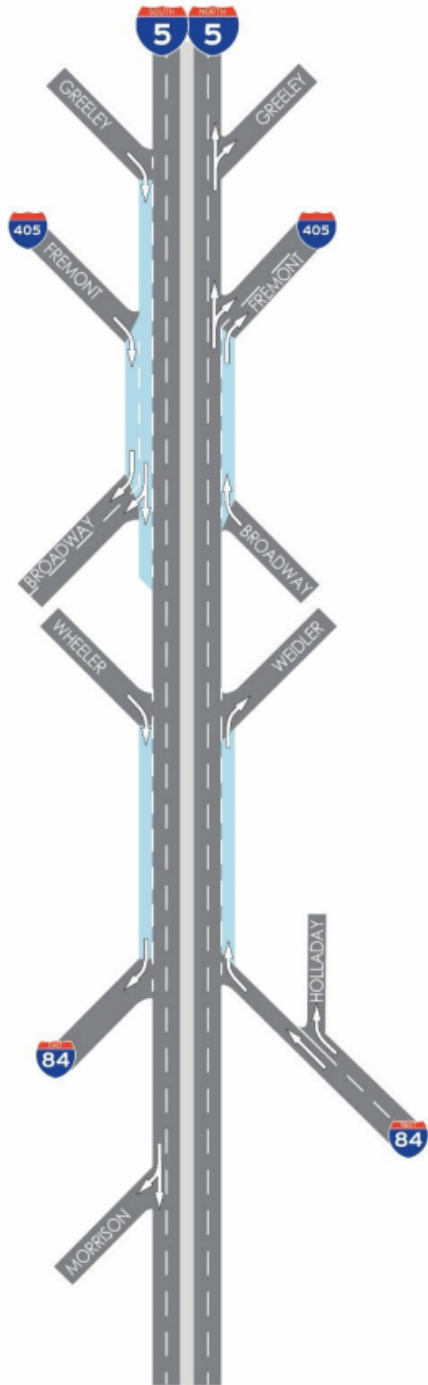
Existing Auxiliary Lanes

Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

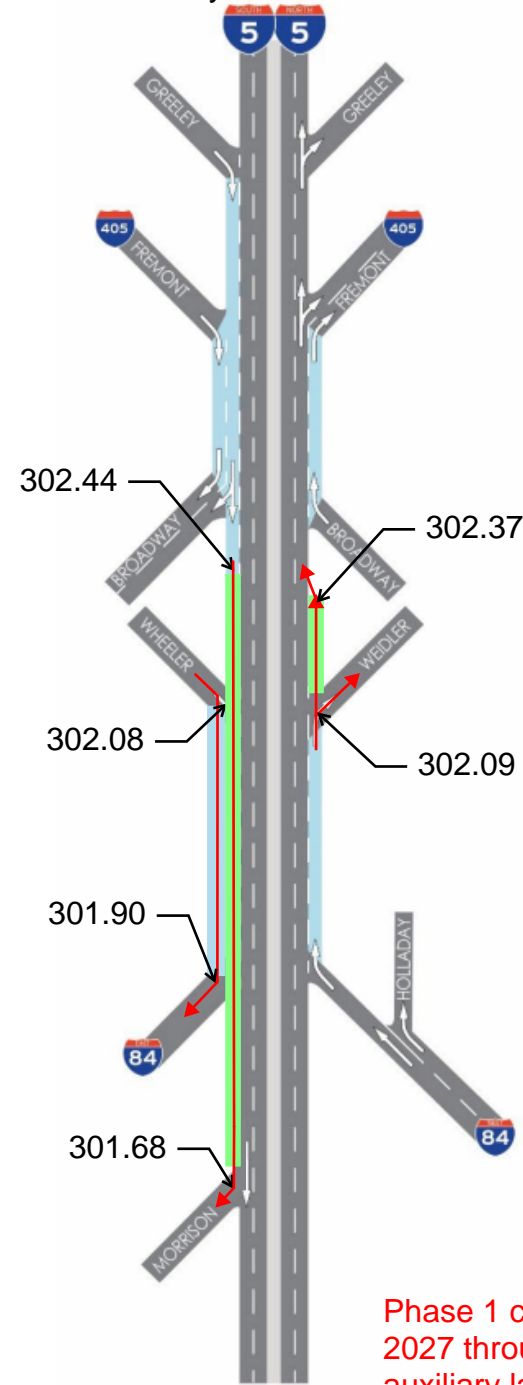


## Existing Conditions



## K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 6: Phase 1 and 1A Full Build



**Legend:**

- Existing I-5 Travel Lanes
- New Auxiliary Lanes

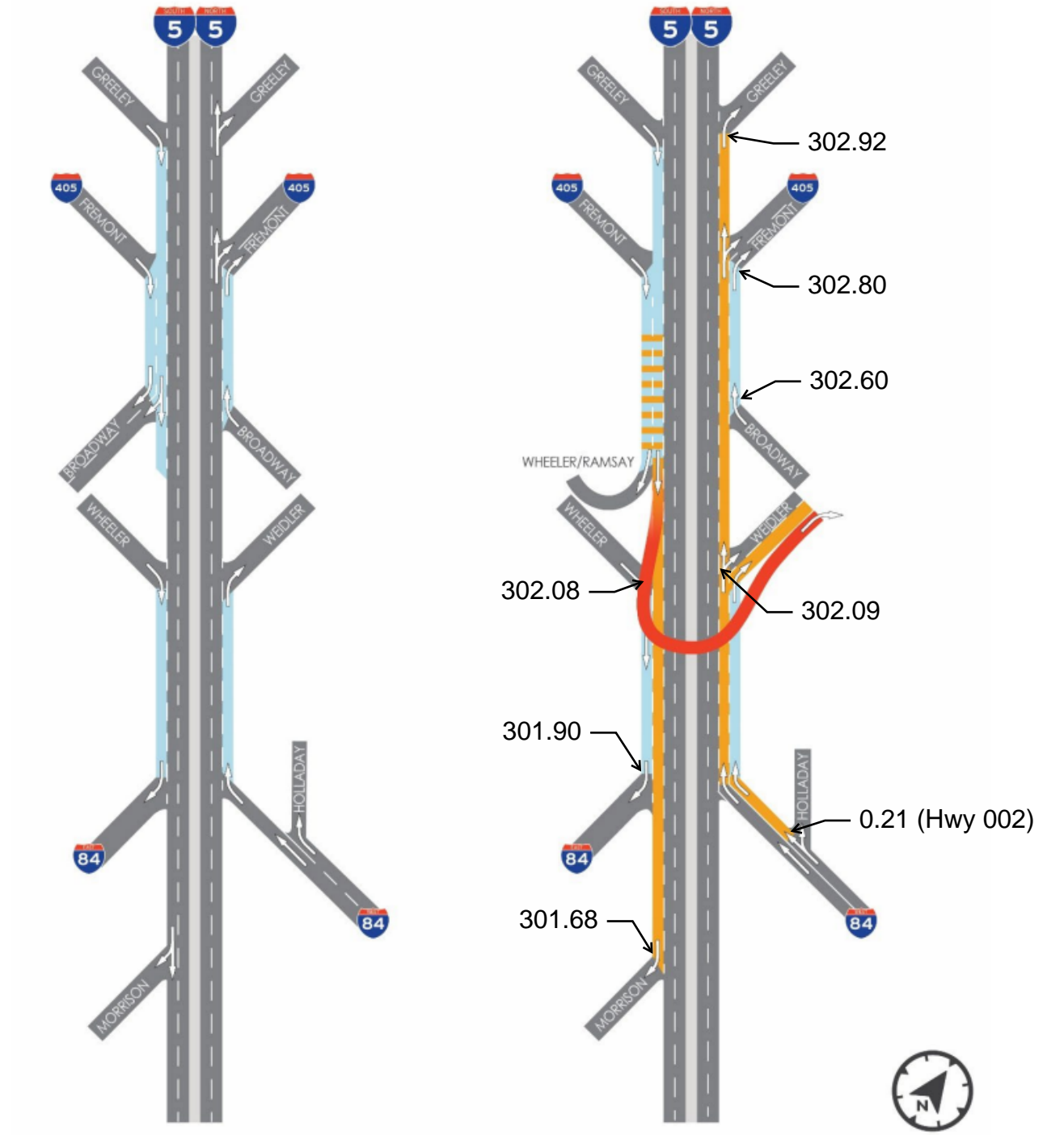
Existing Auxiliary Lanes

Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS



- Legend:**
- Existing I-5 Travel Lanes
  - New Auxiliary Lanes and Shoulders
  - Existing Auxiliary Lanes
  - Extension of Existing Auxiliary Lane and Shoulders
  - New Flyover

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

**TPAC February 7, 2025 Meeting Summary:**

Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment in advance of an approval recommendation that will be presented to TPAC during their March 7, 2025, meeting.

Prior to overview, Chris Smith, representing No More Freeways, provided testimony raising concerns from the No More Freeways group. First, he reiterated a request he made to Ken Lobeck, Metro Funding Programs Lead, concerning needed clarification in the staff report concerning known opposition to the I-5 Rose Quarter Improvement Project. (Note: The requested clarification has been incorporated into the JPACT staff report, Section 1 Known Opposition in the Analysis/Legislation section.)

Second, Mr. Smith raised concerns about the balance and phasing of the project as well as the expected burdens and benefits that will result. He stated areas of the project the No More Freeway group supports such as the freeway covers, bicycles, and pedestrian improvements. However, he also identified that the burdens from other proposed improvements such as the new auxiliary lanes would not provide an adequate benefit in relation to their implementation cost. He also questioned the delivery phasing approach which focused on system capacity improvements without similar improvements for bicycle and pedestrian facilities. He questioned if the partial delivery schedule reflected a balanced approach of capacity and non-motorized improvements.

Third, Mr. Smith identified a concern about the overall project's cost estimate in relation to the package delivery approach over time as funding is secured. He asked whether the full project proposed build-out will be delivered if the project cost increases and which scope elements would be sacrificed if down-scoping is required due to limited funding. He asked if the bicycle and pedestrian improvements would be the first to be cut. Overall, Chris requested TPAC to be cognizant of the fiscal constraint aspects and the impact of scoping changes that could occur if full funding is not secured.

Ken Lobeck provided a short overview of the proposed MTIP Amendment. He explained how the Oregon Transportation Commission (OTC) approved \$250 million will be applied to each of the three projects. He also explained the various required amendment reviews that include a project level modeling review and fiscal constraint verification. He concluded stating that the submitted proposed project changes had met fiscal constraint verification and the consistency review against the 2023 Regional Transportation Plan.

Blake Perez, Metro Associate Transportation Planner continued the amendment overview by discussing the completed Performance Evaluation Assessment (PAE). Blake explained the purpose of the PAE is for capacity enhancing projects that exceed \$100 million in total costs. The PAE provides an evaluation of the 2024-2027 MTIP investment package with proposed project on the five RTP policy priorities – safety, equity, climate, and mobility, and economic prosperity. He

explained that three main tools are used to evaluate the 2024-2027 MTIP investment package and the PAE and include:

- Travel Demand Model.
- Motor Vehicle Emissions Simulator (MOVES) Model.
- Geographic Information Systems (GIS) analysis of the 2023 RTP Network Map.

Key takeaways from the analysis included the following:

- In general, impacts of Phase 1a & 1 were neutral on the package of MTIP investments against RTP goals.
- Negligible effects on emissions, VMT, access to jobs/community places.
- A positive impact on economic and safety goals.
- The project may have additional community and regional benefits outside of the RTP performance measures.

Megan Channell, I-5 Rose Quarter Project Director presented a detailed summary of the proposed upgrades the project will provide. Megan outlined where and how the new \$250 million will be applied among the three existing I-5 Rose Quarter Improvement Projects. She covered the six improvement areas the project will focus upon that include:

- The highway cover.
- The Hancock crossing.
- Multi-modal street upgrades.
- New pedestrian and bicycle bridge.
- New auxiliary lanes and shoulders.
- I-5 SB ramp relocation.

Ms. Channell also explained the planned construction delivery aspects and schedule for the I-5 Phase 1A segment to begin in 2025, plus the Phase 1 - Initial Highway Cover and I-5 improvements to begin in 2027. Finally, she concluded the project overview by summarizing the ongoing momentum that reflects:

- Strong partnerships and commitments to completing full project letter of Agreement.
- A restorative redevelopment vision support for Lower Albina.
- Support for workforce development through investing in Disadvantaged Business Enterprises and building capacity for a diverse workforce.

TPAC members then began a discussion of the proposed formal MTIP amendment. Several TPAC members raised questions and asked for additional information about aspects of the PAE and the project. Topics included:

- Whether the PAE analysis for two measures—access to jobs and transit access to community places—account for changes to travel times on transit routes. Specifically, TriMet's project analysis shows that Line 4 commute times through the Rose Quarter would worsen.



- Whether coordination with the I-5 Interstate Bridge Replacement (IBR) project has occurred.
- Whether the project is in alignment with Metro's Climate Smart Strategy.
- The importance of making safety investments in the transportation system to prevent deaths and serious injuries where they occur.
- The inclusion of the bicycle and pedestrian bridge in the project scope and how to ensure it is funded and built.
- Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials

**JPACT 2-20-2025 Meeting Summary:**

JPACT met on February 20, 2025, and received their I-5 Rose Quarter Improvement Project amendment notification and overview. Prior to the item discussion, Chris Smith, No More Freeways provided formal testimony raising concerns about the project funding and delivery certainty. He outlined the agency composition of the No More Freeways group and why they are opposed to portions of the I-5 Rose Improvement Project. He explained his concerns about the project delivery phasing, balancing, and delivery components when full funding was not yet secured. He raised various questions about the delivery guarantees and what scope elements might be cut if full funding is not secured, or if cost overruns occur.

Sarah Iannarone, TPAC Community Member and Executive Director of The Street Trust, also provided testimony raising concerns about possible scope element cuts if full project funding is not secured. She raised various questions about the nonmotorized scope elements (e.g. bicycle/pedestrian bridge) and what guarantees were in place to ensure the nonmotorized scope elements remain as part of the project. She also inquired about the impact upon the approved NEPA document if later scope elements occur especially to the nonmotorized project elements.

Ted Leybold, Metro Transportation Policy Director, provide a brief summary of the project changes that are occurring through the formal amendment. Megan Channell, I-5 Rose Quarter Improvement Project Director then provided a short overview of the main proposed project upgrades and how the new \$250 million OTC approved award will be applied to the three projects.

Ms. Channell's overview includes additional involved I-5 Rose Quarter Improvement Project representatives. These included, JT Flowers, Director of Community Affairs and Comms, Albina Vision Trust, Jeff Moreland, President, Raimore Construction, and Caitlin Reff, Manager, Major Projects & Partnerships, city of Portland. Each added their opinion and reasons why the project was important to their agencies and communities.

JPACT members joined the discussion raising various project delivery questions and offering their perspectives about the project. The overall JPACT discussion consensus appeared to stress the need for the government and the community to go forward and get the project delivered correctly.

**TPAC March 7, 2025, Approval Recommendation:**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment returned to TPAC seeking an approval recommendation to JPACT.

During the Public Communications agenda item, Chris Smith, representing the No More Freeways campaign, provided verbal and written testimony in opposition to the MTIP amendment citing project phasing inconsistencies, project delivery phasing, the existing funding shortfall plus long term funding strategy for the project.

Ken Lobeck, Metro Funding Programs Lead provide a very short overview of the amendment and how the proposed funding changes involving the new \$250 million OTC approved award will be applied to the three projects.

TPAC members raised questions about the Project Assessment Evaluation and data needed to assess the level of investment to address fatal and serious injury crashes, and when/how this will be obtained. The approval recommendation was not unanimous. There was one objection and one abstention.

# JPACT Worksheet

**Agenda Item Title: FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5463 (I-5 Rose Quarter Improvement Project MTIP Formal Amendment)**

**Presenters: None.** The I-5 Rose Quarter Improvement Project MTIP Formal Amendment bundle is requested to be included on the JPACT Consent Calendar.

**Contact for this worksheet/presentation:** (If needed) Ken Lobeck, Funding Program Lead.

**Purpose/Objective:**

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

**Approval Recommendation:**

**TPAC provided their approval recommendation to JPACT on March 7, 2025, and now requests JPACT approve Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements**

**Outcome:**

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP enabling the awarded project to obligate and expend their federal funds.

Staff are completing a 2-touch processing and approval requirement for this MTIP formal Amendment. The I-5 Rose Quarter Improvement Project completed the “introduction/overview portion at TPAC and JPACT during their February 2025 meetings. The amendment staff report contains summary of the discussion. Concerns have been raised about the long-term funding strategy for the project. Some questions also emerged about the Project Assessment Evaluation (PAE) findings concerning overall safety improvements and potential crash/high injury reductions.

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

- Prior JPACT action (July 2024): JPACT approved Resolution 24-5424 which added \$450 million to the project from the USDOT 2023 Neighborhood Access and Equity (NAE) funding program containing \$450 million dollars.
- Added a related Rose Quarter project for the city of Portland, Broadway Main Street and Supporting Connections project awarded \$38 million of NAE funds in separate grant to Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other

transportation services. Note: This project is not part of the new Rose Quarter MTIP formal amendment.

- Amendment introductions and overviews were presented to TPAC and JPACT during their February meetings.
- Metro completed a detailed Project Assessment Evaluation which examined the anticipated performance results from the project against the approved 2023 Regional Transportation Plan.
- The No More Freeways campaign provided testimony against the I-5 Rose Quarter Improvement Project amendment bundle citing concerns about funding, delivery phasing and, overall regional benefits the project is projected to provide.
- TPAC provided their approval recommendation on March 7, 2025 to JPACT to approve Resolution 25-5463 containing the new \$250 Oregon Transportation Commission approved funding to the three projects in the amendment bundle.

#### **What packet material do you plan to include?**

1. Draft Resolution 25-5463 covering I-5 Rose Quarter Improvement Project MTIP Formal Amendment which include a total of three projects.
2. Exhibit A to Resolution 25-5463 (MTIP worksheets) showing the specific changes to the projects.
3. Staff Report in support of the I-5 Rose Quarter Improvement Project MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. There are four attachments with the staff report.

#### **I-5 Rose Quarter Improvement Project Amendment Overview:**

- The amendment includes three projects.
- The amendment adds \$250 million of OTC approved funding to the three projects:
  - \$12.5 million is being added to the non-construction phases in Key 19071.
  - \$177.5 million is being added to support the I-5 Rose Quarter: Broadway to Weidler Phase 1 construction project on Key 23672. The project will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities and complete compatibility construction for follow.
  - \$60 million is added to the ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A Construction Project**: The project scope is being expanded to include structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area along with the stormwater facilities



construction work for the east end of the Fremont Bridge. The project name and description are being updated to reflect the expanded scope of work.

- Because the formal amendment includes capacity enhancing upgrades (i.e. the additional auxiliary lanes on I-5) and the funding changes exceed \$100 million, a Performance Assessment Evaluation (PAE) has been completed and included as part of the staff report that examines how the project meets the Regional Transportation Plan (RTP) goals and strategies.

### **Summary:**

1. The I-5 Rose Quarter Improvement Project MTIP Formal Amendment adds \$250 million of OTC awarded funds to the project. As part of the PAE, a project level modeling assessment was also completed to determine if the project (reflecting a partial build-out status) continues to meet RTP consistency against the full-build-out scenario. The amendment as submitted meets RTP consistency review requirements and properly demonstrates fiscal constraint. Therefore, as submitted, the formal amendment has met the requirements within the Code of Federal Regulations concerning MTIP amendments for it proceed forward for final inclusion in the STIP.
2. The I-5 Rose Quarter Improvement Project does not have universal support to be completed. Two known active lawsuits exist opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:
  - No More Freeways
  - Neighbors for Clean Air
  - BikeLoud
  - AORTA (Association of Oregon Rail and Transit Advocates)
  - Families for Safe Streets
  - Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated. The No More Freeways campaign raised their objections to the project via written and verbal testimony at the March 7, 2025 TPAC meeting.

**5.2 RFFA Step 1A: Scenario Packages Recommendation for  
Public Comment**  
*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025



# Memo

Date: Thursday, March 13, 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Jean Senechal Biggs, Resource Development Section Manager  
Ted Leybold, Transportation Policy Director  
Subject: 2028-2030 Regional Flexible Fund Step 1A.1 –Draft Bond Allocation Scenario

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## **Purpose & Request:**

- To provide an overview of a draft bond allocation scenario and share input provided at TPAC for JPACT consideration; and
- Request JPACT approve the release of the draft bond allocation scenario for the purpose of gathering public comment.

## **Background & Current Place in Development:**

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, JPACT and the Metro Council agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region.

At the March 20<sup>th</sup> JPACT meeting, JPACT will be asked to take an action to release the draft bond allocation scenario for public comment. The Program Direction bond principle specifically states:

“The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.”

Per the Program Direction, bond content for the public comment primarily needs to include the list of identified projects. The action to release the bond allocation scenario for public comment is not a final action codifying the bond; it is an action to support gathering input to provide information to decision-makers for acting on the bond decision in July 2025.

The approach to the draft bond allocation scenario utilizes up to the full \$84 million of the bond proceeds available to provide each of the five remaining candidate projects with a meaningful level of bond proceeds to advance each project and support the candidate project’s success. The proposed allocation levels are based on the information gathered from the candidate project’s staff while also balancing the purpose and principles as defined in the 2028-30 RFFA Program Direction and input received. Further TPAC discussion and additional project specific comment on the draft bond allocation scenario are provided as Attachments 1 and 2.

Other factors remain in regard as a final bond proposal package is prepared for TPAC and JPACT consideration in July 2025. This includes the new information in the rapidly changing federal landscape and from state legislative activities later this spring and summer. Metro staff will continue to monitor the funding landscape, and the clarity of the landscape may potentially impact consideration of the viability and desirability of proceeding with a bonding proposal starting in the 2028-2030 Regional Flexible Fund cycle. The draft bond allocation scenario outlined below is moving forward to prepare the region to act on a bond decision later this summer if conditions are favorable to do so.

A draft bond allocation scenario that meets this approach and distributes \$84 million to the five projects is shown in Table 1.

*Table 1. 28-30 Regional Flexible Fund Draft Bond Allocation Scenario for Consideration*

<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
82 <sup>nd</sup> Avenue Transit Project	\$24 million	Construction	Construct a new FX transit line (in replacement of existing transit line 72) along 82nd avenue from Clackamas Town Center to Northeast Portland. Frequency to turn into 10-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, weather protection and amenities at stations, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$6 million reduction from request.
Tualatin Valley Highway Transit Project	\$27.5 million	Construction	Construct a new FX transit line (in replacement of existing transit line 57) along Tualatin Valley Highway from Beaverton to Forest Grove. Frequency to turn into 12-minute service every day of the week for most hours of the day. Project includes enhanced crossing or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival, ADA accessibility, other transit priority treatments, and zero emissions buses.	High performing relative to program direction objectives, multi-jurisdictional corridor scale project, with strong local funding contributions and potential for significant federal leverage. Proportionate to the previous Regional Flexible Fund bond allocation of \$25 million to the similar Division FX project. Project will need to look to project partners for additional funds or scope reductions for \$2.5 million reduction from request.
Montgomery Park Streetcar Extension	\$10 million	Construction	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland. This project includes construction of an approximately 0.65 one-way route mile corridor extension with a total of four stations. Project includes multimodal extensions of area streets to support the extension and will also include rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets.	High performing relative to program direction objectives. Bond proceeds contribution meets timing of developer right-of-way dedication for streetcar alignment and keeps Capital Investment Grant funding plan together, but requires additional \$10 million to raise from other local sources. Bond proceed allocation is consistent with Regional Flexible Fund bond contribution of \$10 million to previous streetcar project in North Macadam and proportional to the Burnside Bridge and Sunrise Corridor projects.



<i>Candidate Project</i>	<i>Bond Proceeds Allocation</i>	<i>Bond Proceeds Activity</i>	<i>Description</i>	<i>Project Amount Description</i>
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	As part of the new seismically durable Burnside Bridge, this project includes constructing a dedicated eastbound bus-only lane on the bridge with a bus dwell area and preserving right-of-way to accommodate future streetcar operations. The new bridge includes separated sidewalks and bike lanes on each side of the bridge, protected from vehicles.	A significant contribution to demonstrate regional support for lead agencies' efforts to leverage additional discretionary state and federal funding. A \$10 million contribution supports an allocation to a project in the new transit categories of transit vehicle priority and transit access. It is also proportional to contributions to the Streetcar and Sunrise Corridor projects.
Sunrise Gateway Corridor Project	\$12.5 million	Project Development	Complete the NEPA Re-evaluation of Sunrise Gateway Highway. Complete 20% design of the Sunrise Gateway Highway from 122 <sup>nd</sup> to 172 <sup>nd</sup> (Stages 1 through 4 in Sunrise Visioning Corridor Refinement Plan). At 20% design, complete additional work to reach Design Acceptance Package for Stage 1: Safety and Local Connections on Highway 212/224 between 135 <sup>th</sup> and 152 <sup>nd</sup> . Stage 1 includes for a mix of local circulation roadway reconfigurations such as a new roundabout, a new local roadway connection north of Highway 212/224 to allow for consolidation of intersections and signal modifications, and a grade separated intersection at 142 <sup>nd</sup> with a bicycle-pedestrian overpass. Integrate transit readiness elements in Stage 1 area.	A \$12.5 million contribution provides funding support of corridor planning and project development work in this corridor in the new transit category of transit access. Prepares the lead agency to begin seeking state and federal leverage opportunities for implementation. It is a proportional contribution to the Streetcar and Burnside Bridge projects in the Central City and extends benefits of bond revenues to the southeast portion of the region. At this funding level, anticipate reducing scope from 100% final design of the Local Safety and Community section of the Corridor to a level of design work needed for a Design Acceptance Package (50% to 60% preliminary design) milestone.

### Consistency with Program Direction

The 28-30 Regional Flexible Fund Draft Bond Allocation Scenario largely meets the 2028-2030 RFFA Program Direction in a balanced manner where the scenario demonstrates a medium-high overall performance across the purpose and principles while also incorporating the emphasized areas Metro staff heard to include as part of a draft bond allocation proposal. In summary, the draft bond allocation scenario meets the Program Direction by:

- Investing in regional and larger-scale corridor projects;
  - At allocation levels which support the candidate project ability to advance while maintaining the Program Direction financial principles.
- Demonstrating strong potential to leverage significant federal, but also state and local funding;
- Comprehensively advancing the region's progress towards its transportation goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience;
- Advancing candidate project timelines for implementation and realized benefits that are a reasonable trade off in future purchasing authority of Regional Flexible Funds;
  - The majority of the proposed allocation are for construction activities;
- Allocating bond proceeds to supporting project benefits across the region without suballocation;
- Representing the three transit investment categories in which the Program Direction expanded in the development of the bond proposal;
- Remaining financially constrained to a bond proceed level which does not reduce the ability of future Regional Flexible Funds to maintain the program's primary elements, including
  - Step 1A: meeting the previous debt service commitments and repayments;
  - Step 1B: on-going support for programmatic regional transportation investment;
  - Step 2: support for local capital projects which have meaningful impact towards regional goals
- Remaining financially constrained at a bonding level commitment contained to the next four Regional Flexible Fund Allocation cycles (through the year 2039) to preserve the ability of future JPACTs and Metro Councils to direct spending to priority projects and to minimize risk to Metro guaranteeing the bonding of these revenues.

### Comments received at TPAC on the Draft Bond Allocation Scenario

At their March 7<sup>th</sup> meeting TPAC members had a robust discussion on the draft bond allocation scenario. When the TPAC chair called the question on the motion, TPAC could not come to consensus to recommend releasing the draft bond allocation scenario for public comment.

Therefore, TPAC did not take action to put forward a recommendation to JPACT to release the draft bond scenario or any amended scenarios for consideration.

### JPACT Discussion Questions

Based on the information presented, Metro staff seek JPACT's input and, if plausible, action on the following:

- What further comments or discussion do JPACT members have regarding the development of a potential Regional Flexible Fund draft bond allocation scenario for JPACT consideration?
- What recommendation does JPACT want to make regarding a Regional Flexible Fund bond proposal to release for public comment?

### Next Steps – 2028-2030 RFFA Step 1A.1 – Updated Schedule for Bond Development Process

Table 2 outlines the updated next steps in the 28-30 Regional Flexible Fund Step 1A.1 New Project Bond development process. With pending action by JPACT to release a 28-30 Regional Flexible

Fund draft bond scenario to public comment, the Step 2 allocation and new project bond development process will converge with the public comment starting in late March 2025. The bond package proposal is anticipated to return to JPACT in June following the public comment.

*Table 2. 2028-2030 RFFA – Updated New Project Bond Development Process – Key Dates*

<b>Activity</b>	<b>Date</b>
JPACT: Request action to release draft 28-30 Regional Flexible Fund bond package for public comment	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public opportunity for testimony - As part of April 17 <sup>th</sup> JPACT meeting	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements (if needed) issued to TPAC and JPACT	May 16, 2025*
TPAC: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 6, 2025
JPACT: 28-30 Regional Flexible Fund bond proposal package refinement - Opportunity to deliberate input received on bond candidate projects and allocation amounts - Opportunity to deliberate on TPAC input - Overview of draft 28-30 Regional Flexible Fund bond legislation	June 12, 2025
Metro Council: Work session with updates on Step 1A.1 bond proposal & Step 2 staff recommendation	June 10 or 17, 2025*
TPAC: Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2 - Includes staff recommendation on bond proposal package	July 11, 2025
JPACT: Review TPAC recommendation. Request action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 17, 2025
Metro Council: Adoption of 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 31, 2025*

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

#### **Attachments**

- Attachment 1- TPAC Comments from 3/7 meeting
- Attachment 2- Candidate Project Comments on Developing a Draft Bond Allocation Scenario
- Attachment 3- Memo to Mayor Buck on RFFA Bond History

## **Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments**

At the March meeting of TPAC, Metro staff provided an overview of the draft bond allocation scenario seeking a TPAC recommendation to JPACT to release the draft bond allocation scenario for public comment. After robust discussion and deliberations over a motion and amendments to the motion, TPAC could not reach consensus to move forward with a recommendation to JPACT. However, TPAC's discussion and comments on the draft bond allocation scenario conveyed by members are summarized here for JPACT information. Comments organized by topic.

A recording of the meeting can be found at: <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/transportation-policy-alternatives-committee>

### *Draft Bond Allocation Scenario Comments*

- Some members of TPAC expressed they are unable to support the draft bond allocation scenario.
  - Different members noted they are unable to support the draft bond allocation scenario because their priority candidate project is not proposed to receive the full amount of bond proceeds requested.
- Some members of TPAC indicated support for the draft bond allocation scenario, but asked for recognition the draft bond allocation scenario remains fluid.
- Some TPAC members requested to see a second draft bond allocation option with different allocation levels of bond proceeds for JPACT consideration.
  - Some members asked to see a bond allocation scenario which increases the allocation level of bond proceeds to the transit capital projects, with particular emphasis on the frequent transit (TriMet FX) projects. This request was considered but did not receive majority support of the committee.
  - Another ask was for a scenario to support an investment of bond proceeds in all three transit categories eligible in this bond, but with priority allocations to Federal Transit Administration (FTA) Capital Investment Grant (CIG) projects. This request was considered but did not receive majority support of the committee.
- Several TPAC members requested Metro staff communicate to JPACT the following:
  - With the draft bond allocation scenario not fully funding any of the projects requested amount of bond proceeds, but in particular for the FX projects/CIG projects, it creates significant risk on all the project's ability to move forward as envisioned. Additional time is needed to process the implications prior to taking action on a final bond allocation scenario.
  - Some TPAC members suggested JPACT put forward only the list of candidate projects with the overall amount of bond proceeds available for the public comment period and not with individual allocation of bond proceeds to candidate projects.
- Some TPAC members reiterated and requested Metro staff include additional information about how the requested bond amount fits into each project's funding strategy, including any leveraged funding and local funding represented in each project proposal as a result of the bonding amount.
- One TPAC member continued to stress the regional significances of the candidate projects despite geography. The same member encouraged regional partners and Metro staff to reach a draft bond scenario which creates regional unanimity even without uniformity.

### *Process Questions*



## **Attachment 1 – 28-30 Regional Flexible Fund Draft Bond Allocation Scenario – TPAC Comments**

- TPAC members requested flexibility in the timing of different bond scenario development activities while recognizing the need to meet the July 2025 timeline for adoption of the 28-30 Regional Flexible Fund Allocation.
  - TPAC members noted the uncertainty at the federal level as well as the discussions during the state legislative session may impact or influence the funding strategy for several of the candidate projects. Several suggested taking more time to see how the overall funding landscape evolves before putting forward a final bond allocation scenario for TPAC, JPACT, and Metro Council action.
  - Several TPAC members asked whether information on the draft allocation scenario can be structured to meet the Program Direction process objective while allowing for more time to work through the specific details between public comment and up to the requested action in July 2025.
- Several TPAC members noted that the action to amend the content of the draft bond allocation scenario for release to public comment is a JPACT decision, and not one in which TPAC staff representatives have authority to make on behalf of their agency's role in the projects.

### **Public Comment Questions**

- Several TPAC members provided input and asked questions as it pertains to the public comment format and how Metro plans to engage the public on the draft bond allocation scenario.
- Additionally, TPAC members asked about the level of detail that will be shared on the draft bond allocation scenario as part of the public comment.
- A TPAC member suggested that the public comment materials connect the draft bond allocation scenario to implementation of goals and values in the Regional Transportation Plan.

## Attachment 2 – Candidate Project Comments on Developing a Draft Bond Allocation Scenario

As noted, Metro staff initiated conversations with the project teams for the five remaining candidate projects in consideration for the 28-30 Regional Flexible Fund new project bond. Project teams conveyed important factors for regional partners to understand while entering into deliberations. The comments conveyed are:

- Clackamas County communicated that a reduction in funding would reduce the amount of design work possible on the Stage 1 Local Safety and Community portion of the corridor, slowing progress on development of the project.
- Multnomah County communicated that a \$15 million contribution is a minimum acceptable allocation of bond proceeds to the Burnside Bridge transit access project. Multnomah County seek an increased allocation based on a more proportional reduction approach to the candidate projects from requested amounts. The contribution would better support the project's ability to leverage its local and state funds and further recognize the project's transit benefits. The County expressed disappointment the draft bond allocation scenario fulfills 40% of the requested amount of bond proceeds whereas other candidate projects funding requests were at higher percentages of the requested amount.
- TriMet has communicated the agency cannot support the draft bond allocation scenario because any bond proceeds allocation which does not meet the full request for 82<sup>nd</sup> Avenue and Tualatin Valley (TV) Highway Transit projects risks the ability of the projects to meet their funding strategy and proceed. In addition:
  - TriMet and Washington County have and continue to communicate a \$30 million contribution is a minimum acceptable allocation of bond proceeds to the Tualatin Valley Highway Transit Project and are communicating with state legislators for a state funding contribution based on this amount. Washington County, with support from project partners, seek an increased allocation based on the need to secure a full regional match of \$150 million for the project's Capital Investment Grant application and leverage dollar-for-dollar funding. Additionally, partner agencies involved have further indicated the significant risk to the project's ability to move forward with the partner agencies currently negotiating intergovernmental agreements for local matching funds while also navigating local government budget challenges. Furthermore, TV Highway local partners expressed with the draft bond allocation scenario not proposing to allocate the full request of bond proceeds, it signals a waning support for the project.
  - TriMet staff has communicated that for the 82<sup>nd</sup> Avenue Transit Project a \$30 million contribution is necessary to complete the scope of the project as anticipated for the Capital Investment Grant application. A reduction from the \$30 million contribution creates risks associated with reassessing and reducing scope elements on an already agreed upon project by the project partners.
- City of Portland and Portland Streetcar Inc. staff have communicated that the requested \$20 million is necessary to complete the funding strategy for the Montgomery Park Streetcar Extension. A reduction in funding puts at risk the ability to utilize private sector donations as local match to the Capital Investment Grant application and leverage dollar-for-dollar funding. In addition, the project is minimally scoped as possible leaving no possibility to value engineer/reduce the scope of the project without risking the viability of the entire project.


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

Date: February 28, 2025  
 To: Mayor Joe Buck  
 From: Ted Leybold, Transportation Policy Director  
 Subject: History of RFFA Bond Allocations

---

In response to your inquiry regarding the history of prior RFFA bond funding allocations, I have provided this historic summary. Please let me know if you have any questions regarding this summary or the projects that were funded.

Bonding of Regional Flexible Funds Allocation (RFFA) funds began in the late 1990's to support the expansion of the rail transit system after construction of the Westside light rail line to Hillsboro. At that time, the Federal Transit Administration had begun reducing the share of federal funding that would be awarded to transit capital projects and additional revenue sources were needed to fill the funding gap created by this reduction. The largest source of local transportation revenue - the state generated gas tax, weight mile tax and vehicle registration fees, were not eligible to be used for transit capital projects. Therefore, the region needed to be innovative in finding revenue sources that could provide the match to leverage the federal transit grants and build the next priority projects.

A series of RFFA bonding decisions, coordinated with decisions on sequencing the next transit capital projects for the region, were made after the original RFFA bond decision in 1996, with the most recent decision made in 2017. In the most recent decision, RFFA bond funding support was extended to the region's first Bus Rapid Transit project (also an eligible project for FTA Capital Improvement Grants like the prior supported rail transit projects), a new Better Bus program that funds development and construction of spot bus priority treatments, a contribution to support development of the arterial and active transportation elements connecting to three ODOT led highway expansion projects (I-5 Rose Quarter, I-205, and Highway 217), and project planning for a slate of active transportation projects across the region.

**Table 1 – RFFA Bond Funded Projects**

<b>Project</b>	<b>Bond Allocation</b>
Interstate LRT	\$32.9 million
I-205/Transit Mall LRT	\$48.5 million
South Waterfront Streetcar	\$10.0 million
Commuter Rail (WES)	\$23.3 million
Milwaukie LRT	\$99.9 million
Lake Oswego Streetcar	\$6.0 million
Southwest Corridor LRT	\$66.0 million
Division FX Bus	\$25.0 million
Arterial/Highway Corridor Project Planning	
I-5 Rose Quarter	\$5.0 million
I-205: Abernethy Bridge to Stafford	\$2.5 million
Highway 217: B-H Hwy to Hwy 99W	\$2.5 million
Better Bus Program	\$5.0 million
Active Transportation Project Planning	\$2.0 million

The region also made a similar allocation of funding to transit corridor projects when a new federal funding source; the Carbon Reduction Program, was created by the Bipartisan Infrastructure Law. These funding allocations are summarized in Table 2 below.

**Table 2 – Carbon Reduction Program Transit Corridor Allocations**

<b>Project</b>	<b>Fund Allocation</b>
82 <sup>nd</sup> Avenue Transit Corridor	\$5.0 million
Tualatin Valley Highway Corridor	\$5.0 million
TriMet Line 33 / McLoughlin transit signal priority	\$4.0 million

The region is again considering whether to bond future RFFA revenues to support a new slate of project expenditures. This decision is guided by the recently adopted 2028-30 RFFA Program Direction and a decision on whether to bond is expected in the Summer of 2025.



# MEMO

Date: March 19, 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Juan Carlos Gonzalez, JPACT Chair  
Subject: Regional Flexible Funds Allocation Step 1A.1: Bond package allocation referral for public comment

---

To JPACT Members, alternates and interested parties,

In advance of tomorrow's JPACT meeting, I am sharing an updated RFFA Step 1A.1 bond proposal for us to consider. I have spoken with many of you over the past few weeks to find a path that moves forward a regionally significant package of investments for the Regional Flexible Funds Step 1A Bond development process. I want to extend my deepest gratitude to everyone who has worked with me to help this proposal come together.

## **Proposed Regional Flexible Fund Bond Proposal**

Below is the package of investments I would like to offer for tomorrow's discussion:

<b>Project</b>	<b>Bond Proceeds Amount</b>	<b>Additional Funds</b>
Tualatin Valley Highway Transit Project	\$28M	ODOT will contribute \$2M to fund project components
82 <sup>nd</sup> Avenue Transit Project	\$28M	The City of Portland has \$2M in additional Jurisdictional Transfer funds
Burnside Bridge Transit Access and Vehicle Priority Project	\$10M	
Montgomery Park Streetcar Extension	\$10M	
Sunrise Gateway Corridor Project	\$10M + \$2.5M	The region will contribute an additional \$2.5M by shifting funds identified for the RFFA Step 2 to increase the bonded amount <b>or</b> will identify a source of \$2.5M in up-front project funding
Total Bond Package	\$88.5M	

## **Additional information**

This package reflects a revised allocation amount of \$88.5M in Regional Flexible Fund bond proceeds. This amount, while \$4.5M higher than originally proposed, remains consistent with the financial principles of the Program Direction.

The additional amount will come from one of two mechanisms (or a combination thereof):

1. Financing through the bond for the additional funds. This will result in a reduction of funds available for RFFA Step 2 allocation beginning in 2028 and extending through 2039.
2. Up-front project funding contributed through the region's annual allocation of Step 2 Regional Flexible Funds ("pay-as-you-go" scenario). Again, this would result in a reduction

of funding available in the Step 2 allocation. This approach, however, may have a shorter duration in its effect on future Step 2 allocations.

After our JPACT meeting, Metro staff will prepare revised Step 2 allocation information that identifies the specific approach.

Thank you again for your willingness to consider our regional priorities together. I look forward to hearing your discussion tomorrow.

Sincerely,

Juan Carlos Gonzalez  
Metro Council District 4  
JPACT Chair

**6.1 Federal Surface Transportation Reauthorization Regional  
Priorities & T4A Transportation Overview**  
*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, March 20, 2025

# JPACT Worksheet

**Agenda Item Title:** Introduction to the Forthcoming Federal Surface Transportation Reauthorization Bill

**Presenters:** Betsy Emery, Federal Affairs Advisor (Metro) and Beth Osborne, Director (Transportation for America)

**Contact for this worksheet/presentation:** Betsy Emery (971-429-1888)

## **Purpose/Objective**

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investment in Jobs Act (IIJA) expires on September 30, 2026. This agenda item will kick off the process of JPACT preparing a set of regional priorities for the next surface transportation bill which will follow the BIL/IIJA expiration. There will be multiple discussions about the regional priorities throughout the process, including presentations during the May, June, and July JPACT meetings. The set of regional priorities will be adopted during the July 2025 JPACT meeting and will guide conversations with members of Congress during JPACT's annual D.C. fly in the week of September 8<sup>th</sup>.

Beth Osborne, Director of Transportation for America will provide an overview of what a surface transportation reauthorization bill is, the opportunities and challenges it provides, and a preview of the conversations about the bill that already underway in House and Senate committees.

## **Outcome**

JPACT members will learn about the federal surface transportation reauthorization bill and begin discussions about their priorities for the regional lobbying platform.

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

This will be the first time JPACT is having a dedicated conversation about the surface transportation reauthorization bill. Slightly related, they discussed their federal advocacy strategy during the January 2025 meeting and confirmed their goal for a lobbying trip to D.C.

## **What packet material do you plan to include?**

I have included a draft timeline defining the work plan and action items leading toward adoption at the July JPACT meeting and collated list of surface reauthorization advocacy priorities from national organizations for consideration.



## Reference Materials for Surface Transportation Reauthorization

### REFERENCE: JPACT's Regional Priorities for 2025 State Transportation Package

- Short-term funding solutions: O+M for state and local transportation system
- Long-term sustainable funding for state and local O+M and multi-modal investments
- Finish what we started
- Safe urban arterials and streets – investments that reduce fatal and serious injuries, prioritize critical infra improvements for all roadway users
- Transit capital and operations to make it easily accessible, attractive, and equitable option
- Resiliency for critical infra to withstand large scale climate and natural disasters

### REFERENCE: Advocacy Principles from Association of Metropolitan Planning Organizations:

- Increased Planning Funds: We advocate for increased metropolitan planning funds and a higher federal share to meet the growing demands and responsibilities of MPOs. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.
- Reduced Local Match Requirements: By reducing local match requirements for federal transportation funds, we aim to give MPOs the flexibility to address critical infrastructure needs. This will help build resilient and accessible transportation systems that better connect neighborhoods and improve quality of life for all.
- Shifting Discretionary to Formula-based Funding for Certain Programs: Shifting certain discretionary programs to formula-based funding can ensure a more equitable and predictable distribution of resources, allowing MPOs to plan and implement long-term transportation projects more effectively. The value of discretionary programs is also recognized, and continued advocacy for those that have member support is important. The survey revealed that MPOs often struggle with complex grant applications and staffing limitations. Many MPOs support a move toward formula funding to reduce financial burdens and ensure a fair distribution of funding. Despite administrative hurdles, MPOs are increasingly prepared to manage discretionary funds directly for more efficient project implementation.
- MPOs Becoming Direct Recipients for Certain Federal Funds: Granting MPOs direct recipient status for specific federal funds will streamline the funding process, allowing for quicker and more effective implementation of projects that directly benefit our communities and reduce administrative delays.
- Allowing the Carryover of Federal Funds: Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance mobility, safety, and economic vitality for residents.
- In addition, we remain committed to ensuring the long-term stability of the Highway Trust Fund (HTF). Advocating for sustainable solutions to secure this vital funding source is

For discussion purposes

Last Updated: 3/4/2025

crucial for maintaining and expanding the transportation networks that our communities rely on every day.

**REFERENCE: Advocacy Principles from Transportation for America:**

- Design for safety over speed
- Fix it first
- Invest in the rest

**REFERENCE: Advocacy Priorities from National Association of Regional Councils:**

- Increase and Enhance Metropolitan Planning Funding: Congress should increase PL funding and ensure MPOs of all sizes are able to conduct critical planning activities. This includes reducing or eliminating local match requirements to ensure all communities can utilize planning resources. With increased PL funding, MPOs will be better able to support local communities and increase the efficacy of federal dollars through long-range planning and project development
- Promote Non-Metropolitan Transportation Planning: Congress should create a dedicated funding source for Regional Transportation Planning Organizations (RTPOs) to ensure rural transportation priorities are represented through regional and statewide planning. Funding for RTPOs will support transportation planning activities while enhancing the participation of rural local elected officials in regional and statewide decision-making processes.
- Support local decision making through formula programs: Congress should continue and enhance the impact of the Surface Transportation Block Grant (STBG) program by increasing the amount of funding that is suballocated to local areas. STBG emphasizes the importance of the local-statefederal intergovernmental partnership by suballocating formula funding to support local decision-making and locally owned infrastructure
- Preserve discretionary grant funding: To complement the certainty and impact of formula grant programs, Congress should continue to provide discretionary funding opportunities that prioritize the needs of regions and local communities. Congress should also maximize the value of these programs by focusing on efficiencies and simplifying grant requirements that will expedite project delivery.

**REFERENCE: American Association of State Highway Transportation Officials 2024 Policy Agenda**

- Reduce federal highway funding volatility by addressing record-high levels of August redistribution
- Improve administration of IIJA's discretionary grant programs
- Improve execution of Build America, Buy America to remove obstacles to project delivery
- Improve permitting and railroad coordination to deliver efficient environmental and project outcomes.

## Timeline for Preparing Regional Surface Reauthorization Priorities

DRAFT – Subject to change

Last Updated: 3/4/2025

Month	Meetings
March	<p><u>JPACT mtg</u> (3/20 - in person)</p> <ul style="list-style-type: none"><li>Beth Osborne (T4A) presentation about the purpose of the bill, opportunities/challenges it provides</li><li>Discussion about reauthorization strategy, initial priorities</li></ul> <p><u>Staff Working Group (SWG)</u></p> <ul style="list-style-type: none"><li>Start drafting list of high-level priorities for JPACT consideration during May meeting</li></ul>
April	<p><u>SWG</u></p> <ul style="list-style-type: none"><li>Continue preparing draft list of high-level priorities for JPACT consideration during May meeting</li></ul>
May	<p><u>JPACT mtg</u> (5/15 – in person)</p> <ul style="list-style-type: none"><li>Present initial draft list of priorities for discussion and feedback</li></ul> <p><u>SWG</u></p> <ul style="list-style-type: none"><li>Update draft priorities based on JPACT discussion</li></ul>
June	<p><u>JPACT mtg</u> (6/19 - online)</p> <ul style="list-style-type: none"><li>Present refined list of priorities for discussion and feedback</li></ul> <p><u>SWG</u></p> <ul style="list-style-type: none"><li>Finalize draft priorities based on JPACT discussion</li></ul>
July	<p><u>JPACT mtg</u> (7/17 - in person)</p> <ul style="list-style-type: none"><li>Adopt regional priorities</li><li>JPACT trip update</li></ul>
August	*No JPACT mtg*
September	<u>JPACT D.C. Trip</u> (Sept. 8 – 11)

Materials following this page were distributed at the meeting.



# People killed in traffic crashes in Clackamas, Multnomah and Washington counties

February 1 through March 5, 2025

Unidentified, passenger, MT Hood Hwy E/Buggy Trail Ln, Clackamas County, Clackamas, 3/3/25  
Unidentified, passenger, NE 201st Ave/NE Broadway Ct, Gresham, Multnomah, 3/1/25  
Unidentified, walking, Pacific Hwy (I-5 S)/Pacific Hwy Conn. No. 1, Portland, Multnomah, 2/27/25  
Unidentified, age 62, driving, SW Bald Peak Rd/SW Elsinore Ln, Washington County, Washington, 2/27/25  
Unidentified, age 17, driving, NE Marine Dr/NE Interlachen Ln, Fairview, Multnomah, 2/26/25  
Unidentified, age 18, walking, Cascade Hwy S/Redland Rd, Clackamas County, Clackamas, 2/24/25  
Unidentified, age 39, motorcycling, SW Leveton Dr/SW 118th Ave, Tualatin, Washington, 2/23/25  
Unidentified, walking, Columbia River Hwy (I-84 WB)/207th Ave Interchange, Fairview, Multnomah, 2/22/25  
Unidentified, age 49, walking, NE Hogan Dr/E Powell Blvd, Gresham, Multnomah, 2/19/25  
Unidentified, age 70, walking, Pleasant Ave/Caufield St, Oregon City, Clackamas, 2/18/25  
Unidentified, age 35, motorcycling, Cascade Hwy S/S Glenn Dr, Clackamas County, Clackamas, 2/15/25  
Unidentified, age 36, motorcycling, Pacific Hwy E/SE Umatilla St, Portland, Multnomah, 2/9/25\*  
Unidentified, age 57, driving, Pacific Hwy (I-5 S)/East Portland Freeway (Exit 288), Tualatin, Washington, 2/6/25  
Unidentified, age 81\*\*, driving, MT Hood Hwy (SE Hwy 26 WB)/SE Haley Rd, Clackamas County, Clackamas, 2/2/25\*

Source: ODOT Initial Fatal Crash Information Viewer, 3/5/25

\*Crash reported in February's presentation

\*\*Previously reported as age 79



# ***Continually committing to systemic change to prevent future traffic deaths***

**Safe Streets:** Redesign our most dangerous streets represented by the High Injury Corridors

**Safe Speeds:** Slow down travel speeds, using a variety of tools to do so

**Safe People:** Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



## Monthly highlights

# Some of the actions regional partners are taking for safer streets

**City of Sherwood** is building a pedestrian and bicycle bridge over Highway 99W between the Sherwood Family YMCA and Sherwood High School. The 900-foot structure will eliminate vehicle/pedestrian conflicts and connect Sherwood's trail network across the highway and will be completed Fall 2025.

**PBOT** is reconstructing SW Fourth Avenue from Lincoln to W Burnside streets in downtown Portland. This \$16.9 million investment brings safer crosswalks, ADA curb ramps, a protected bike lane, and enhanced street lighting to this busy corridor.

**ODOT** is starting construction on a systemic safety project that will upgrade signals, signs, road markings, and install lighting and bike lane conflict markings at several locations along Highway 99W from the Ross Island Bridge to King City, and US 30 Bypass (Lombard and Sandy) from just east to I-5 out to the Portland/Gresham city limits.



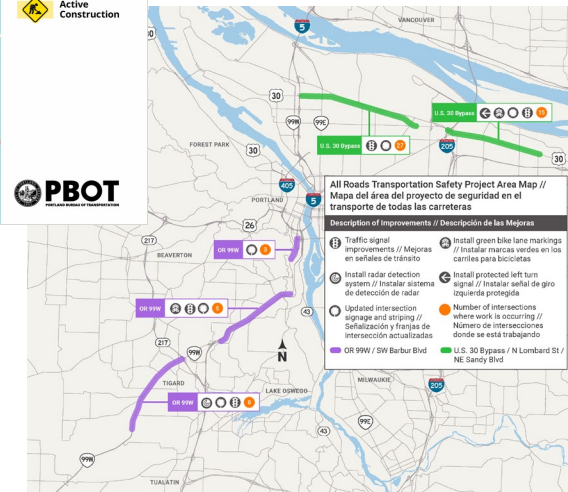
VIEW LOOKING EAST- DAYTIME  
SHERWOOD HWY 99W BIKE & PEDESTRIAN BRIDGE SHERWOOD, OR  
AUGUST 4, 2023

kpff **2** CONSIDERWORKS.



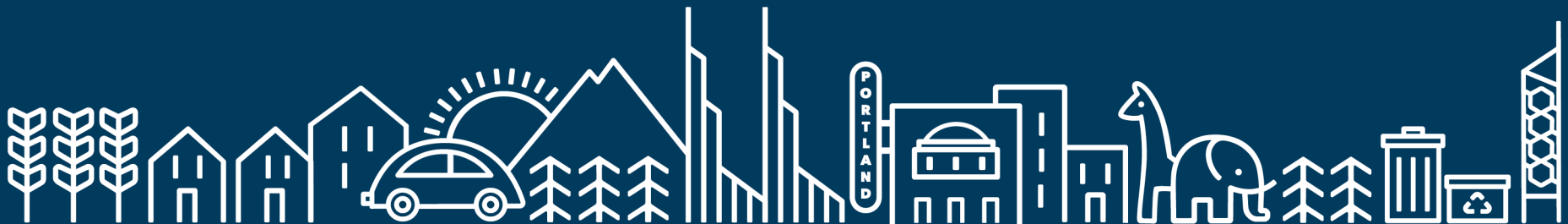
### SW Fourth Ave Improvement Project

Project corridor  
Active Construction



# Today in the transit minute...

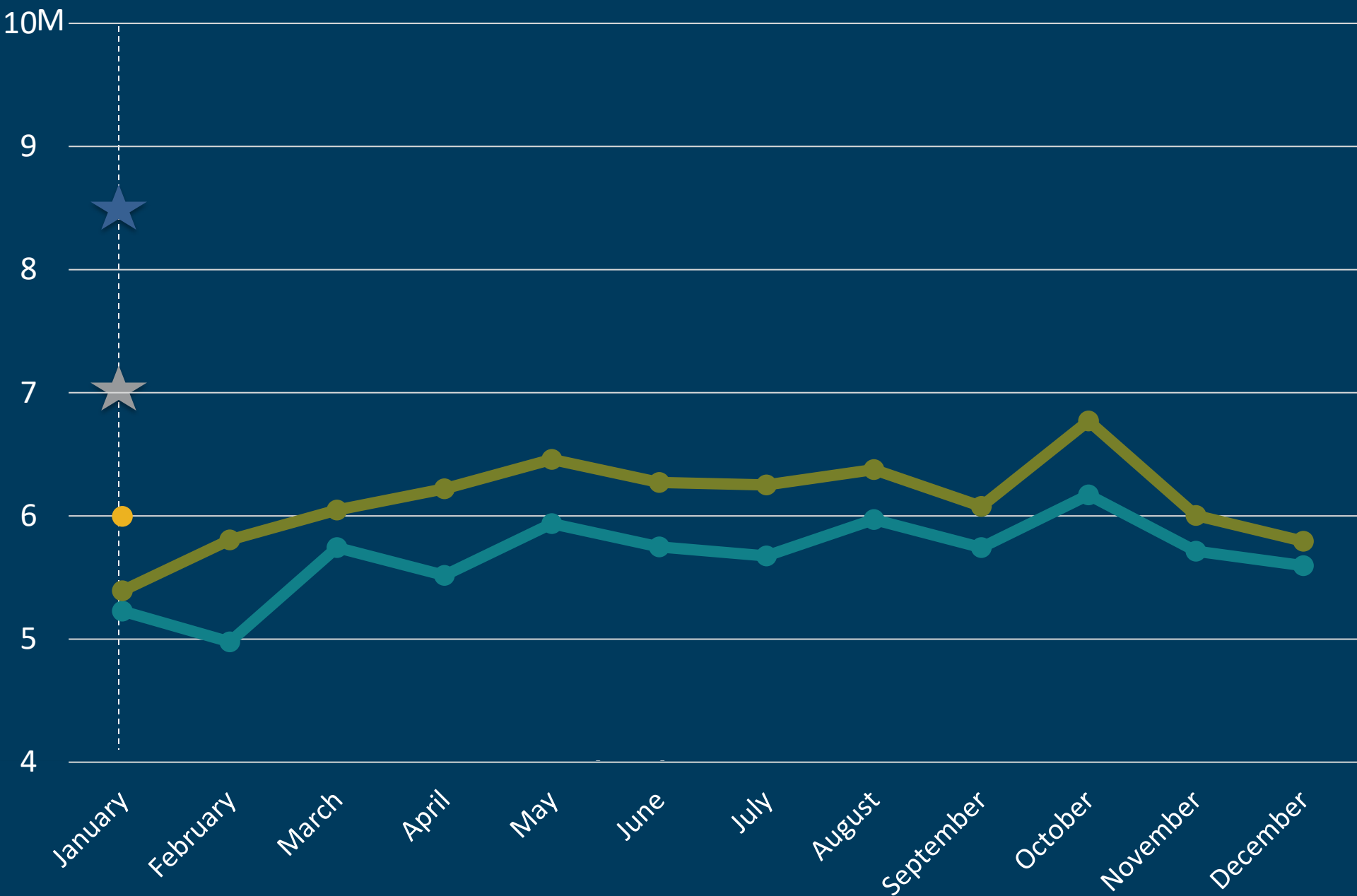
# 60 SECONDS





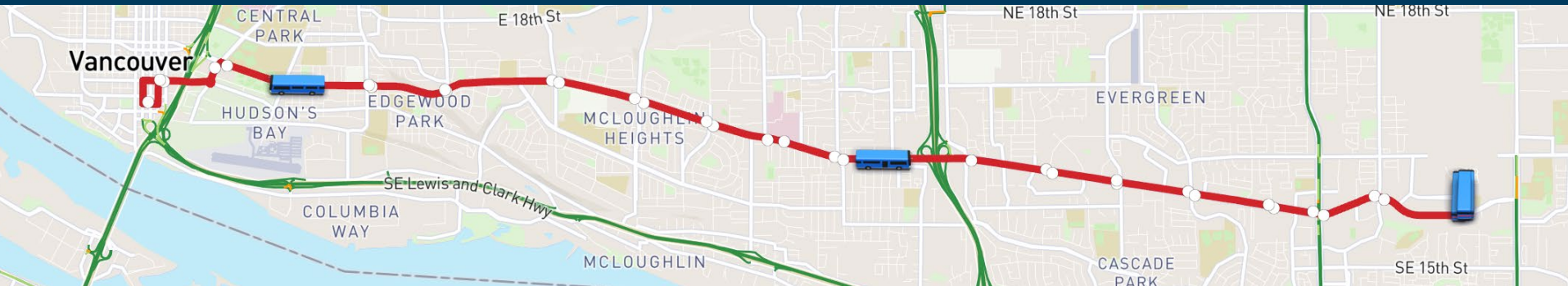
# Monthly Transit Ridership (January)

2023 2024 2025



Includes TriMet, SMART, C-TRAN, Portland Streetcar, Ride Connection, Clackamas and Multnomah County.

# February Transit News Highlight



# JPACT Agenda Item

## **I-5 Rose Quarter Formal MTIP Amendment – Approval Request**

**Resolution 25-5463**

**Amendment # FB25-05-FEB1**

**Applies to the 2024-27 MTIP**

Agenda Support Materials:

- Draft Resolution 25-5463
- Exhibit A to Resolution 25-5463 (MTIP Worksheets)
- Staff Narrative: 7 Attachments

March 20, 2025

# I-5 Rose Quarter MTIP Amendment

**Adding OTC Approved \$250 million to three projects**

Key	19071	23672	23682
Name	<b>I-5 Rose Quarter Improvement Project</b>	<b>I-5 Rose Quarter: Broadway to Weidler Phase 1</b>	<b>I-5 Rose Quarter: Phase 1A</b>
Type	Non-Construction	Construction Package	Construction Package
Lead	ODOT	ODOT	ODOT
Action	Adds \$12.5 million total to PE, ROW, UR, and Other phases	Adds \$177.5 million to the construction phase	Adds \$60 million to the construction phase and widens scope
Description	Improve safety and traffic operations, and support economic growth, provide multi-modal, and improved bike and pedestrian facilities	Replace 3 of 5 aging I-5 bridges, construct highway central portion cover from Broadway to the southern end and beyond Weidler, and the facilities to support it	Construct Fremont bridge stormwater facilities, structural deck overlay, bridge rail upgrades/seismic retrofit on two southern bridges



# I-5 Rose Quarter MTIP Amendment

## Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	February 4, 2025
TPAC Notification and Overview – Completed	February 7, 2025
JPACT Introduction and overview - No Action	February 20, 2025
End 30-day Public Notification/Comment Period	March 7, 2025
TPAC Approval Recommendation	March 7, 2025
<b>JPACT Approval</b>	<b>March 20, 2025</b>
Metro Council Approval	March 27, 2025
Final Estimated Approvals	Early May 2025

# I-5 Rose Quarter MTIP Amendment

## Approval Recommendation Request to JPACT

- Amending three projects by adding \$250 million of Oregon Transportation Commission (OTC) approved funding
- Completed Project Assessment Evaluation
- TPAC approved recommendation to JPACT on March 7, 2025
- Requested Action:

**Approval of Resolution 25-5463 enabling the \$250 million award to the three projects to complete MTIP and STIP programming requirements**

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF AMENDING</b>	)	RESOLUTION NO. 25-5463
<b>THREE RELATED I-5 ROSE QUARTER</b>	)	
<b>PROJECTS TO THE 2024-27 MTIP TO</b>	)	Introduced by: Chief Operating
<b>ADD \$250 MILLION DOLLARS OF</b>	)	Officer Marissa Madrigal in
<b>APPROVED FUNDING TO THE PROJECTS</b>	)	concurrence with Council President
	)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the I-5 Rose Quarter Improvement Project's purpose is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent vicinity surface streets, and enhance multimodal facilities in the project area, and support improved local connectivity and multimodal access plus improve multimodal connections between neighborhoods east and west of I-5.

WHEREAS, the Oregon Transportation Commission (OTC) approved \$250 million in new funding during their December 2024 and January 2025 meetings in support of the I-5 Rose Quarter Improvement Project; and

WHEREAS, ODOT will split the awarded funding across the I-5 Rose Quarter Improvement Project in Key 19071 and the two construction projects in Keys 23672 and 23682; and

WHEREAS, ODOT will add \$12.5 million of awarded funding to support non-construction phase activities for preliminary engineering, right-of-way, utility relocation, and the “Other” phase requirements in Key 19071; and

WHEREAS, ODOT will commit \$177.5 million for the I-5 Rose Quarter - Broadway to Weidler Phase 1 construction package in Key 23672 with the remaining \$60 million committed to the I-5 Rose Quarter - Phase 1A construction package in Key 23682; and

WHEREAS, the OTC award exceeds the \$100 million dollar threshold for capacity enhancing projects requiring Metro to complete a Performance Assessment Evaluation (PAE) as part of the amendment; and

WHEREAS, Metro completed the project PAE which included a transportation modeling analysis and examined the anticipated system performance impacts in support of the 2023 Regional Transportation Plan’s goals of equity, climate, safety, mobility, and economy; and

WHEREAS, Metro completed a 30-day plus public notification and opportunity to comment period as part of formal amendment, and ensured all submitted comments were documented and reviewed in accordance with Metro’s Public Participation Plan; and

WHEREAS, OTC’s double approval requirement process provided the required fiscal constraint demonstration verification for the new awarded funding for inclusion into the MTIP and STIP; and

WHEREAS, the programming updates to the three projects are stated in Exhibit A to this resolution; and

WHEREAS, on February 7 and February 20, 2025, Metro’s Transportation Policy and Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) respectively received an official amendment overview; and

WHEREAS, on March 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council

- 1) adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project; and
- 2) includes the requirement that if the Reconnecting Communities funding is not made available, and a major change in scope for Phase 1 becomes necessary, ODOT will return with an MTIP amendment for JPACT and Metro Council action.



ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2025.

---

Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

# 2028-30 Regional Flexible Funds Allocation (RFFA): Step 1A.1 Revised Bond Allocation Proposal & Next Steps

JPACT

March 20, 2025



# Today's Requested Action

## Request release of bond proposed allocation for public comment

- Not a final action
- Gather community input for acting on a final bond scenario



# Why Here & Why Now

*“Moving forward to prepare the region to act on a bond decision later this summer if conditions are favorable to do so.”*

Additionally:

- Step 2 allocation consideration
- MTIP and STIP update timelines and submission for federal approval



# Revised Draft Bond Proposed Allocation



Candidate Project	Proposed Allocation	Activity	Additional Funds
82 <sup>nd</sup> Avenue Transit Project	\$28 million	Construction	The City of Portland has \$2M in additional Jurisdictional Transfer funds
Tualatin Valley Highway Transit Project	\$28 million	Construction	ODOT will contribute \$2M to fund project components
Montgomery Park Streetcar Extension	\$10 million	Construction	

# Revised Draft Bond Proposed Allocation



SUNRISE GATEWAY CORRIDOR

Candidate Project	Proposed Allocation	Activity	Additional Funds
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	
Sunrise Gateway Corridor Project	\$10 million + \$2.5 million	Project Development	The region will contribute an additional \$2.5M by shifting funds identified for the Regional Flexible Funds Step 2 to increase the bonded amount <b>or</b> will identify a source of \$2.5M in up-front project funding
<b>TOTAL</b>	<b>\$88.5 million</b>		

# Program Direction

- 28-30 RFFA Program Direction
  - Balance performance on RTP goals/outcomes advancement
  - Investment across the region
  - Remain focused on readiness and funding leverage
- Fiscal constraint
  - Maintains financial principles
- Reflect themes, direction, input received
  - Invests in new transit categories

# Options to Address Proposed Increase

## Two Options (or combination):

- Bond financing
  - Step 2: Longer term repayments and potential decreased amount available to 2039
- “Pay-as-you-go”
  - Step 2: Possible shorter duration of decreased amount available

## Not part of today’s action

- Staff will return to JPACT in Spring 2025



# For Today

JPACT Action Requested:  
**Release Revised Bond  
Proposed Allocation for  
Public Comment**



# Next Steps: After Today

## March – April 2025: Public Comment

- March 24<sup>th</sup> to April 28<sup>th</sup>

## May 2025: Public Comment Synthesis

- Public comment summary to TPAC & JPACT

9

## June 2025: Discussions

- Recommendations on refinements

## July 2025: Request Recommendation to Adopt

# Questions? Comments

Contact: Grace Cho

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[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



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**Date:** 5 March 2025

**To:** MTIP Comment Record  
TPAC  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Objection to Rose Quarter Phase 1 MTIP Amendment**

## **Background**

No More Freeways (NMF) was organized in 2017 to oppose the proposal to double the width of I-5 at Rose Quarter. Our core philosophy is that in an age of obvious impacts of climate change, multibillion dollar investments in freeway capacity are harmful to our community and the planet, divert funding that should be applied to preserving our existing transportation system as well as expansion of more sustainable transportation projects including transit, biking and walking.

NMF is currently pursuing litigation at both the State and Federal level to block the freeway components of the Rose Quarter freeway expansion.

We urge TPAC, JPACT and Metro Council to reject the proposed MTIP amendment bundle for Rose Quarter for the following reasons:

## **Renewing Our Fundamental Objections to the Project**

The Rose Quarter freeway expansion is phenomenally expensive with a price tag of over \$1B per lane mile created. It will impose further impacts in the form of both air toxins and greenhouse gases. Any operational benefits will quickly be erased due to induced demand. ODOT's design for this project, which has been concealed throughout the environmental review process, is to build a roadway that is between 160 feet and 240 feet wide, easily enough to hold ten-lanes of traffic, just by re-striping. The project's Environmental Assessment doesn't analyze or disclose the reasonably foreseeable effects of this traffic on safety and air pollution.





## **Imbalanced Phasing**

NMF acknowledges that components have been added to this project either as “sweeteners” or by hard-won advocacy of organizations like Albina Vision Trust (AVT). These include:

- Significant developable cover areas over the freeway
- A new crossing over I-5 at Hancock, opening up an east-west connection to the Prophet site that AVT proposes to develop
- A bike/ped crossing connecting Clackamas Street on the east to the Moda Center area on the west
- Relocation of the southbound exit ramp to divert a significant volume of traffic away from the northern portion of the cover area proximate to the Prophet site.
- An assortment of multi-modal improvements to local streets.

The proposed Phase 1 does not advance all of these goals equally. It would construct something on the order of 75% of the freeway widening (including the full southbound expansion). It delivers perhaps 10% of the highway covers and little or nothing of the remaining promised improvements. Phase 1 is an unvarnished highway project.

## **Improper Application of Highway Cover Funds**

Phase 1 will consume all of the remaining funds from the \$450M Reconnecting Communities grant, yet produce only a small fraction of the intended highway cover.

It's important to understand that a major cost driver of the Rose Quarter project is demolishing and then rebuilding (with wider clearances for a widened freeway) the structures that support Flint, Vancouver, Broadway and Weidler. This replacement is fundamentally a freeway expense. The incremental expense of covers is to construct caps that are suspended between these structures. Yet a large portion of the Reconnecting Communities dollars will be spent replacing the Broadway and Weidler structures, claiming it's part of the cost of the covers.

This is an inappropriate and unjust use of funds intended to reconnect the Albina community. In addition, expending these funds on expanding the freeway appears to explicitly violate the conditions of the FHWA grant award letter which provides: “Importantly, projects receiving RCN grant funding cannot be used for additional through travel lanes for single-occupant passenger vehicles or highway expansion.”



## **The Uncertainty of the Federal Funding**

The Reconnecting Communities funding is largely (\$420M) not yet obligated and would appear to be squarely in the crosshairs of the criteria for rescission communicated by the Trump administration. Even the Biden Administration flatly turned down the request for an additional \$750 million of funds for this project. It is simply imprudent to commit locally controlled dollars until the financial situation is clear and the new administration has expressed their support and formally obligated federal funds for this project.

## **The Inevitable Cost Overruns**

There is no reason to believe that ODOT can deliver Phase 1 for the \$850M price tag, any more so than they delivered the Abernethy Bridge for the \$300M, \$500M, \$600M estimates they provided (the project is now north of \$800M). When the project does go over budget, the OTC will look to shift funds from other Region 1 projects to make up the difference, just as they have already cancelled or deferred more than \$100M of Region 1 projects to put together the current funding package. What priority projects are prepared to abandon to see Rose Quarter completed?

And this says nothing of the remaining portions of the Rose Quarter project. You should insist on a “cost to complete” report for the balance of the project before moving forward with Phase 1.

## **The Absence of Pricing**

When the Rose Quarter project was added to Portland's TSP, there was an requirement, memorialized in the TSP, that congestion pricing would be put in place for this segment of I-5 before the expanded lanes opened. In addition, the recently adopted Regional Transportation Plan assumes congestion pricing to manage demand. With the cancellation of RMPP there is no apparent prospect to uphold this promise. As a result there will be no tools to limit the induced demand generated by the expansion and there will be a significant shortfall in ODOT revenue which was assumed to come from pricing by the RTP.

It is clear to us that ODOT is desperate to “get shovels in the ground” so they can put the region and state on the hook for whatever it costs to complete this ill-conceived project. We urge you to reject the MTIP amendment bundle.



**Date:** 17 March 2025

**To:** MTIP Comment Record  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Supplemental Comment on Rose Quarter MTIP Amendment**

These comments are supplemental to our letter of March 5 on the same topic.

We would call your attention to reporting<sup>1</sup> that USDOT has issued an internal memo asking all regions to undertake a "project-by-project review" to identify proposals that include references to not only DEIA, but also grants "whose primary purpose is bicycle infrastructure." After the review, "project teams" will conduct a review to "flag any project ... for potential removal" if the projects involve an "equity analysis, green infrastructure, bicycle infrastructure [and] EV and/or EV-charging infrastructure."

Unfortunately it's hard to imagine that many Reconnecting Communities grants will survive this scrutiny. Since this MTIP amendment includes the assumption of about \$420M from Reconnecting Communities that is not yet obligated, and which ODOT has already identified as "on hold", this is a grave concern.

What happens to Rose Quarter if this funding disappears? ODOT Director Kris Strickler made this clear to the Oregon Transportation Commission at their meeting last week--even if the federal funding for the project completely disappears, ODOT will still consider the project, in its entirety, as a priority, and a state obligation, and will divert funds from other uses. As Strickler testified (emphasis ours):

"Madam Chair, if I may, Chair Brown and Commissioner Chapman, thank you for raising that. Because I think oftentimes when you're in a moment of crisis or a moment of perceived crisis, we tend to get worked up around what the impact might be. And I think that's reasonable, and I don't say any of that worked up nature is something that would

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<https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes>



be pejorative. Just the opposite. Our job is to get worked up about the things that we find to be a priority. I'd offer this as a couple of things around our big projects. Each of those big projects was a priority before the Fed money. They continue to be a priority regardless of what the impact might be federal money. And we're going to continue to prioritize the whole project, because the whole project, in each of those cases, is something that serves Oregonians and so we're moving them forward as if the funding is there, because as mentioned, we do have signed and executed grant agreements. **Now, not all the money that's been obligated.** And if there's an impact to that, we want to be just as quickly and openly and currently communicative with all of the decision making to say, here's an impact the funding level may have changed. Doesn't change the priority, nor does it change the fact that we have to continue to advance this. These projects, I would say that's true for each of them. I'd also offer in the grand scheme of large projects, individual finance plans are developed for each of them, and that's for reasons just like this. **As funding changes, you still need to adapt.** Doesn't change the need for the project. We have to continue advancing the project and recognizing that, especially in the larger projects, when you slow them down, when you inadvertently delay them or or intentionally delay them, you're adding costs at the same time, you're not providing that scope and that improvement."

(Oregon Transportation Commission, March 13, 2025, transcribed youtube recording)

**Adopting this MTIP amendment before the Federal dollars are obligated gives ODOT a license to "adapt" by canceling or delaying other projects that JPACT and Metro Council have prioritized, as they have already done with \$100M of maintenance for the Fremont Bridge.**

We urge you to reject this amendment until and unless the Federal dollars in the funding plan are obligated.



## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1

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### Amendment Purpose Statement:

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### Summary Description of the Amendment Bundle:

- This amendment bundle contains three Rose Quarter related projects that include:
  - Key 19071: Rose Quarter Improvement Project (Non-construction phases primary project)
  - Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1(Construction package)
  - Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (construction package being renamed through this amendment)
- \$250 million of approved Oregon Transportation Commission (OTC) being added to the three projects:
  - \$12.5 million to PE, ROW, UR, and Other phases in Key 19071.
  - \$177.5 million to the construction phase in Key 23672.
  - \$60 million to the construction phase in Key 23682.
- Updating the project name and description in Key 23672 to reflect an expanded construction phase scope of work which will include adding auxiliary lanes on I-5.
- The MTIP amendment includes a completed Performance Assessment Evaluation (PAE) that evaluates the project's impact upon the transportation system.
- The PAE action also included a project level transportation modeling assessment as part of the consistency review with the approved Regional Transportation Plan (RTP).

Comment Period: February 4, 2025, to March 7, 2025

### MTIP Reviews and Checks:

- ✓ Satisfactory Fiscal Constraint Demonstration
- ✓ Met RTP consistency Reviews and Checks
- ✓ Completion of a Project Performance Assessment Evaluation (PAE)

Summary of Comments: All submitted comments are against the proposed OTC approved new funding for the Rose Quarter projects.

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



Submitted Comments				
Num	Date	Name	Email or Comment Type Submission If Not Email	Comment
1	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the I-5 Rose Quarter Improvement Project - Letter of Agreement in Support of Full Project Delivery and Funding as part of the amendment public comment/notification opportunity
2	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the proposed Rose Quarter Improvement Project full build-out exhibit
3	2/5/2025	Chris Smith	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>  Email directly to Jessica and myself.	<p>I'm writing to comment on the MTIP amendments regarding Rose Quarter. I also plan to provide verbal comment on the Zoom.</p> <p>The "known opposition" section of the staff report is a bit thin and identifies a "No Freeways Coalition". There is no such organization.</p> <p>There <b>are</b> two active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:</p> <p>No More Freeways Neighbors for Clean Air BikeLoud AORTA (Association of Oregon Rail and Transit Advocates) Families for Safe Streets Eliot Neighborhood</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

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				<p>Some or all of these organizations will oppose the MTIP amendments.</p> <p>We'd appreciate it if future versions of the staff report would reflect this opposition.</p> <p>Thanks.</p> <p>Chris Smith No More Freeways</p>
4	2/6/2025	Peter Laciano	<a href="mailto:peter.laciano@gmail.com">peter.laciano@gmail.com</a>	<p>I am writing to comment on the February amendment to the Metro Transportation Improvement Plan.</p> <p>I am deeply concerned with a number of features of this amended plan:</p> <p>1) This plan delivers significant highway widening (so called "auxiliary lanes") which is a financial and climate disaster, and directly contradicts Metro's climate and VHT officially adopted goals.</p> <p>2) This plan delivers minimal offsetting multimodal benefits, with no bike overdressing and a very small amount of cover relative to the significant highway widening. This will be a safety catastrophe in a city that is already struggling with a traffic safety epidemic.</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

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				<p>3) The cost estimate is already high and likely to inflate significantly. Every other highway expansion project in the metro region has ballooned in price, including the Abernathy Bridge Project which quickly went from \$300M to \$500M and now over \$800M. This is unacceptable in the tight budgetary environment Portland and the state of Oregon faces.</p> <p>Thanks for your consideration, Peter Laciano Portland, OR 97214</p>
5	3/5/2025	Chris Smith No More Freeways	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>	<p>Opposes I-5 Rose Quarter Amendment Submission of written correspondence and request to distribute at TPAC and JPACT</p> <p>Please add the attached to the comment record for the amendment. Please also distribute to TPAC, JPACT and Metro Council for their meetings on this topic.</p>
6	3/10/2025	Chris Ghormley	<a href="mailto:chris@ghormley.net">chris@ghormley.net</a>	<p>Now is the time to stop the ill-conceived, overpriced Rose Quarter Freeway Expansion by canceling the MTIP amendment. We have many other transportation priorities that will provide more utility and safety for Oregonians. Meanwhile, the complete funding package is in doubt.</p> <p>We are likely headed for a recession, and spending on new infrastructure (a wider freeway will also require more maintenance in the long term) while FAILING to maintain the infrastructure we already</p>



## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>have is truly short-sighted.</p> <p>My priorities for transportation put new freeways below the bottom of the list, yet my local, regional, and state governments can't seem to absorb the lessons of the past: more roads and freeways create more traffic, not less. And this is a complex project with high impacts that are hard to mitigate: spending on the project will likely balloon as the sunk-cost fallacy drives us to throw good money after bad. This project was a bad idea and now is the time to spike it. Let's fund operations, maintenance, and transit infrastructure that will improve outcomes for everyone.</p> <p>I respectfully urge the committee to vote NO on the MTIP amendment when it comes up for a vote.</p> <p>Chris Ghormley <a href="mailto:chris@ghormley.net">chris@ghormley.net</a> Kerns, Portland, Oregon</p>

Joint Policy Committee on Transportation:  
Statement of Support for the Rose Quarter Highway Project  
March 18, 2025

I am writing to express my strong support for the proposed Rose Quarter project in our historically Black neighborhood. Over the past 30 years, our community has faced numerous challenges, including economic decline, displacement, and environmental degradation. This project represents a unique opportunity to address these issues and foster a brighter future for our residents.

First and foremost, it is essential to acknowledge the historical context and the impact that previous infrastructure projects have had on our and many other Black communities. Many neighborhoods were divided, homes and businesses were destroyed, and residents were displaced. This project must learn from past mistakes and prioritize the well-being of our community.

Community engagement is crucial to the success of this project. By involving the Black community in the planning and decision-making process, we can ensure that the project addresses our needs and concerns. This approach will help rebuild trust and create a sense of ownership among community members.

The economic benefits of the highway project are significant. It has the potential to create jobs, improve infrastructure, and increase access to services and amenities. These improvements can and will revitalize our neighborhood and provide new opportunities for displaced residents to thrive.

Environmental and health considerations must also be a priority. Measures to reduce pollution, improve air quality, and create green spaces will enhance the quality of life for our residents. It is essential to address any environmental and health concerns related to the project to ensure a sustainable and healthy future for our community.

Equity is at the heart of this project. We are committed to ensuring that the highway project promotes equity and does not lead to further displacement or gentrification. This includes initiatives for affordable housing, support for local businesses, and policies that protect long-term residents.

Finally, this project is part of a long-term vision for the sustainable development and resilience of our neighborhood. By investing in this highway project, we are laying the foundation for a prosperous and inclusive future for all residents.

I wholeheartedly support this highway project and believe it will bring much-needed positive change to our community.

Sincerely,  
Michael A. Burch

## Georgia Langer

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**From:** Allison <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 5:23 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Allison  
**Email:** aquinlan82@gmail.com  
**Neighborhood/City:** Pearl District

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Studies have shown time and time again that expanding roads and especially freeways do nothing to alleviate congestion while they do manage to decrease safety and siphon money from infrastructure projects that could genuinely do good. When there are more lanes, more people drive and when there are wider lanes people drive faster. More drivers and faster drivers leads to more and deadlier crashes, and for no reason. If you want to improve travel throughout Portland, you need to get people out of their cars by improving public transit and bike infrastructure

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## Georgia Langer

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**From:** Andrew Campbell <acampbell011@gmail.com>  
**Sent:** Wednesday, March 19, 2025 11:27 AM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Written Comments to JPACT

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Good morning, Chair and members of the Joint Policy Advisory Committee on Transportation,

My name is Andrew Campbell and I am a Black Portland native, raised in the historic Albina community. I attended Boise-Eliot Elementary, Harriet Tubman Middle School, and Benson Polytechnic High School. I currently serve on the I-5 Rose Quarter Historic Albina Advisory Board, am the Board Chair of Word Is Bond, and work for local government.

I'm here today in strong support of amending three related I-5 Rose Quarter Projects to the 2024–2027 Metropolitan Transportation Improvement Program (MTIP) to add \$250 million dollars of approved funding to these projects. This investment, allocated by the Oregon Transportation Commission in December 2024 through House Bill 2017 Urban Mobility Strategy funds, will allow this critical project to move into construction.

This is more than an infrastructure project — it's an restorative justice opportunity, to reconnect a community that was systemically broken and displaced my family, friends and community. Now we can build safe, accessible, and vibrant spaces where Black families and future generations can move freely and thrive. Where my children can find a hub for his culture and wont worry about history repeating themselves.

It's also about creating intentional and lasting economic opportunity. By centering DBEs and SBEs and doing business differently, we can ensure that major public investments benefit the entire community — especially those who have historically been excluded. The young men I mentor and others across this region deserve to see that Portland do invests in Black community and futures with real workforce pipelines, business opportunities, and economic access that can transform lives.

We cannot undo the past, but together, we can make sure Albina remains not only part of Portland's history but a thriving part of its future for generations to come.

Thank you for your leadership and consideration.



## Georgia Langer

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**From:** Adam Crane <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 1:01 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Adam Crane  
**Email:** adamacrane@gmail.com  
**Neighborhood/City:** 4506 SE Raymond St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

If we build more freeways, we will only get more autos. We won't gain anything.  
That money could be better spent on our existing roads, which are in terrible shape.

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## Georgia Langer

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**From:** Stone Doggett <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:44 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stone Doggett  
**Email:** stonedoggett@gmail.com  
**Neighborhood/City:** NE Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

By every measure, the economic outlook of our region and federal funding is in decline. Even if there is improvement over the following decades, JPACT and Metro have a critical mission of investing in an economically sustainable path forward. Public resources should be directed toward maintaining our current infrastructure, and when possible, making it more resilient and less resource intensive. Expanding the interstate through the heart of Portland is an irresponsible waste of resources. Approving the MTIP amendments would demonstrate that the JPACT and Metro Council are not good stewards of the hard earned resources of Oregonians. For a fraction of the cost, transportation improvements that would get Portlanders off of the I-5 for trips of 5 miles or shorter would accomplish the same goals as widening the I-5. This would also allow Portlanders to waste less money on single occupancy car-based transportation and lead to a more sustainable system now and for the future. Approving MTIP amendments would be a failure of the council's integrity and would set Oregon on an unsustainable course. JPACT and Metro Council should show courage and fulfill their obligations to Oregonians of today and tomorrow and reject the Rose Quarter Freeway Expansion MTIP amendments. JPACT and Metro are entrusted to hold ODOT to acceptable standards. Please don't let us down.

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## Georgia Langer

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**From:** Matt Hodson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:00 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Matt Hodson  
**Email:** matt.hodson@gmail.com  
**Neighborhood/City:** Multnomah Village Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

More lanes = more CO2. We need to invest in what we already have like transit.

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## Georgia Langer

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**From:** Nathan Holland <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 11:15 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Nathan Holland  
**Email:** nholland83392.ok.us@gmail.com  
**Neighborhood/City:** Portland – Creston-Kenilworth

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Portland has \$5B in maintenance backlog, that's an astonishing amount. While the roads are better than in some places, they are below acceptable levels in any regard. Climate leading cities invest in densification, green infrastructure, and safety improvements. A month ago, Tuyet Nguyen was struck and killed by a driver while legally crossing Cesar Chavez. The area should be focused on safety improvements (like reducing Cesar Chavez to a 2 lane cross section south of Powell), not subsidizing smooth traffic flow for Washington residents at the expense of historically disadvantaged OREGON neighborhoods. Just a question: Have you ever driven on I5 north of Broadway during peak hours? It's all WA plates. They do not deserve unfettered access to our city without paying taxes here, being members of the community, and investing in the future in a way that doesn't promote particle and noise pollution, microplastic shed, road dust resuspension, local quality of life decreases, salmon die-off, sedentary lifestyles, etc., etc., etc. Our city does not need or want this. The money for the project could be going towards active transportation credits (\$50/month for people who bike to work), transit improvements (Willamette tunnel), or even just decking over more freeway without widening, possibly even tunneling I-5 and making a waterfront park on the east side to match the west. Ramps to 84 and Morrison would be doable. Look at Zurich's limited access freeway system: it's nearly completely underground with on and off ramps and even interchanges all underground. Tolling could easily pay off this project: charge the same for taking I-5 vs. 405. Deck 405 over too, for that matter, and get rid of all exits and entrances

except for burnside. I have 1000 ideas as to how this money is better spent to achieve regional goals and promote our city's future.

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## Georgia Langer

---

**From:** Frances Kiva <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:04 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Frances Kiva  
**Email:** thekivas@comcast.net  
**Neighborhood/City:** NW Portland/hillside

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The money to expand freeways use should be used to fund transit improvements if we want Portland to be a livable city. If we had a well functioning transit system and that was safe, reliable, and served a larger population there would be less traffic and less need of more freeways. I've watched freeway expansion in California for years- there is always huge costs, years long traffic snarls, and when finally finished enough population growth that the "new" freeway is just as congested.

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## Georgia Langer

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**From:** Sofia Knutson <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 12:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sofia Knutson  
**Email:** ana.sofia.knutson@gmail.com  
**Neighborhood/City:** Foster Powell

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I live in Foster Powell and used to live in Woodstock. Whether biking or driving, I often encounter roads that are not paved and have crazy potholes. With the rain, it's impossible to see how deep they are. I choose to drive on Powell instead of Holgate due to the potholes on Holgate. It's so frustrating to live in a beautiful city and have to spend so much energy finding the right route to enjoy it. Please focus on making improvements to the roads we use in the city. Please create better N to S networks for biking and driving so we are not forced on freeways that don't need more cars. We need better solutions, not expanded freeways.

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## Georgia Langer

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**From:** Jennifer Krauel <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jennifer Krauel  
**Email:** jennifer@krauel.com  
**Neighborhood/City:** Eastmoreland, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a scientist I know that climate change is an emergency, requiring that we prioritize transit over building more freeways. As a Portland resident, I am alarmed at the poor management we've seen at ODOT. As a human, I want the Albina neighborhood restored, and building more freeway lanes is not going to get us there. Reject the MTIP amendments.

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## Georgia Langer

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**From:** Bernard LeTourneau <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 10:35 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bernard LeTourneau  
**Email:** letourneau.alain@gmail.com  
**Neighborhood/City:** Downtown

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter expansion project is the perfect example of mismatched priorities. While the City of Portland, and State of Oregon, are reporting budget shortfalls, there's always money to expand freeways. If traffic or safety is the issue, then removing SOVs from the road is what is necessary, and there is a means to do this through tolling, which has proven effective in NYC where it was implemented, as well as in other parts of the world. Expanding road capacity will only expand SOVs use in this corridor which will spew pollutants from tail pipes and vehicle tires and brakes (yes, EVs still use tires and brake pads, both which contribute to airborne pollutants). But I am saying what JPACT and Metro already knows, but chooses to ignore. My vote is NO, and I encourage JPACT and Metro to consider the long-term impacts of this terrible project. This project will not make Portland a better city, and whatever short-term benefits might be provided to local construction firms, are seriously outweighed by the long-term detrimental impacts of a project of this nature. Please vote NO.

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## Georgia Langer

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**From:** Mathias Quackenbush <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:14 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mathias Quackenbush  
**Email:** mathiasquackenbush@gmail.com  
**Neighborhood/City:** Madison South, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway expansions do not work. Don't inflict billions in debt on our community just to lock us into decades of increased pollution, accident deaths, and vehicular violence along with the economic burden of car dependency. Investments in active transportation infrastructure and transit yield dramatically more benefit to our community per dollar invested than massive, wasteful, and disruptive freeway capital projects. We can reconnect the Albina neighborhood without expanding the freeway, and in fact the capping will be safer without the weight of extra freeway lanes on top. Please, do the right thing. Don't mortgage our future to decades of car dependency. Reject the Rose Quarter Freeway Expansion.

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## Georgia Langer

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**From:** Kai Richardson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 12:15 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kai Richardson  
**Email:** kairichardson@gmail.com  
**Neighborhood/City:** Portland, SE

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I don't believe an expansion will materially benefit myself and my community, and will just be dollars spent in the wrong direction. I like the idea of the cap, but the widening is just not necessary. The phase 2 projects are much more worth investing in for the region, at much lower cost. I'm confident increased investment in public transportation, especially in availability, will help resolve the current issues.

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## Georgia Langer

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**From:** Anna Stone <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Anna Stone  
**Email:** aestone20@gmail.com  
**Neighborhood/City:** Eastmorland – SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Freeway Expansion project is a disruptive transportation “solution” that will not create sustainable improvements for Portland’s future. Construction will make traffic much worse for an extended period of time, and the outcome will not resolve problems of accessibility and speed as the city continues to change in form and size. This project will require one after another to accommodate its issues. Investing in diverse public systems of travel will alleviate pressure on the city to make one freeway work the “best.”

Rather, smoothing out various routes and modes of transportation to be safer and faster, making users less reliant on the city for big expensive changes.

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## Georgia Langer

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**From:** Andrew Tillinghast <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 9:24 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andrew Tillinghast  
**Email:** andrewtillinghast@gmail.com  
**Neighborhood/City:** Montavilla

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Air pollution kills millions annually. More freeway lanes = more premature deaths.

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## Georgia Langer

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**From:** Isaac Tobar <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 7:57 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Isaac Tobar  
**Email:** tobarisaac13@gmail.com  
**Neighborhood/City:** Overlook, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** Lloyd Vivola <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 10:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lloyd Vivola  
**Email:** nouveladam@hotmail.com  
**Neighborhood/City:** Boise-Eliot/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This process has gone on for too long already. The cost overruns, the funding uncertainty, the bait and switch tactics that are bleeding what was suppose to be an initiative that would serve the rehabilitation of a black community done injustice decades ago, is all bad enough. And now we have technocrats who continue to draw their salaries from the public coffers to promote a dinosaur of a project ad nauseam and with utmost disdain for neighborhoods, and a city, that need to get in gear with a future of enhanced public transit, street safety for cyclists and pedestrians, and the long overdue maintenance of existing streets and roads. Critics are right. Let ODOT get their shovels in the ground and there is no telling how long this process will last and cost, no telling what new blight it will bring on the reputation and cityscape of Portland. Step up METRO – as elected officials finally did in the case of Robert Moses, first in New York, then here in Portland – and vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

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## Georgia Langer

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**From:** Nat West <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nat West  
**Email:** natjwest@gmail.com  
**Neighborhood/City:** Woodlawn, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Members of JPACT and the Metro Council,

My name is Nat West, I have lived in Portland for 22 years. During that time, I have been a TriMet bus driver, small business owner, bike commuter and parent.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments in favor of directing our region's investments toward road maintenance, street safety, and transit improvements. Over the past years, we've witnessed firsthand how our aging infrastructure and inadequate transit options directly affect our daily lives—from deteriorating roads that slow emergency responses to safety hazards for pedestrians and cyclists, and a transit system that doesn't meet our community's needs.

Investing in robust road maintenance ensures that our existing infrastructure remains safe and efficient. Prioritizing street safety not only protects drivers but also makes our neighborhoods more accessible and secure for all residents. Moreover, enhancing our transit system is crucial for sustainable growth, reducing congestion, and providing equitable access to opportunities across our region.

Since money doesn't grow on trees, a vote to widen a freeway means a vote against our maintenance backlog, safe streets and improved public transit. That is the choice you are making today.

With this in mind, your choice is clear: rather than pouring limited resources into an expansion that benefits only a fraction of our community, we must focus on investments that yield immediate and broad-based benefits for every resident. I respectfully ask you to stand with our community by voting to reject the freeway expansion and by supporting initiatives that truly enhance the safety, efficiency, and sustainability of our transportation network.

Thank you for your commitment to a smarter, safer future for our region.

Sincerely,  
Nat West

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## Georgia Langer

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**From:** Lisa Westarp <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:43 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lisa Westarp  
**Email:** lisawestarp@gmail.com  
**Neighborhood/City:** Irvington/Alameda, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Before investing enormous sums in expanding freeways, we need to maintain the freeways and roads we already have. We need to give people alternatives to driving in cars by making our streets safe for people on bikes and people walking, and we need to make public transit more convenient. Safe streets, good public transit, and well-maintained roads draw people to Portland and make it a vibrant city people will want to visit and live in — not speed past on a great big superhighway. And looking to the long term, in order to reduce emissions and reduce pollution and reduce climate damage, we need alternatives to cars and trucks on freeways. How about passenger trains and light rail? Please do the right thing, please vote NO on the Rose Quarter Freeway Expansion MTIP amendments.

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## Georgia Langer

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**From:** Troy Winslow <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:23 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Troy Winslow  
**Email:** tj@yorkcollective.org  
**Neighborhood/City:** Portsmouth

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I urge you to reject the MTIP amendment that would funnel hundreds of millions more taxpayer dollars into the proposed \$1.9 billion Rose Quarter Freeway Expansion. We cannot afford to continue enabling ODOT's fiscal irresponsibility—time and again, we've seen ballooning costs for freeway projects that do nothing but sell our children's futures to the highest bidder while failing to solve congestion or improve mobility.

Instead of doubling down on an outdated, destructive freeway expansion projects, we should be investing in infrastructure that actually benefits our communities—local and regional rail, transit, and multimodal transportation efforts that reduce emissions, improve access, and align with our climate goals. A robust regional rail system, for example, would provide safe, efficient, and sustainable mobility while supporting economic and environmental justice.

ODOT has shown us where their priorities lie, and it's not with the people of Oregon—it's with the contractors and lobbyists pushing an endless cycle of freeway expansion at the expense of our communities. It's time for Metro and JPACT to break the cycle. Reject this amendment and prioritize investments that serve the future, not just the prospectors pushing the roadbuilding industry.



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## Georgia Langer

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**From:** Angela Zehava <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 3:40 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Angela Zehava  
**Email:** angela.zehava@stanfordalumni.org  
**Neighborhood/City:** Sellwood/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It sickens me that they have already wasted so much money—it's mind boggling—on a project that is deeply unpopular. They just keep trying to ram it down Portland's throat. The fact that it is getting built in/ON a traditionally Black neighborhood is just gross, and attempting to pay the neighborhood off with "development" doesn't make it less so. We can spend money on giving that neighborhood what IT wants and needs, separate from this damnable highway that will be wall to wall traffic congestion, poisoning everyone nearby.

I have lived in Houston, Texas and Los Angeles: Highways have NEVER solved congestion—everyone knows this.

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## Georgia Langer

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**From:** Alison Lucas <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:56 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Alison Lucas  
**Email:** alisonalucas@gmail.com  
**Neighborhood/City:** Concordia in NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** AARON ANDRADE <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 10:08 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** AARON ANDRADE  
**Email:** ZOOPIEDOOP@GMAIL.COM  
**Neighborhood/City:** WOODSTOCK

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose the Rose Quarter Freeway Expansion MTIP amendments.

This project gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region.

JPACT and Metro should direct ODOT to conduct an Environmental Impact Statement that studies ALTERNATIVES to freeway expansion while still building caps and remediating the neighborhood.

The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.

Thank you.

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## Georgia Langer

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**From:** Cathy Aster <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 6:50 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Cathy Aster  
**Email:** caaster@gmail.com  
**Neighborhood/City:** Brooklyn / Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Stephen Bachhuber <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:56 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stephen Bachhuber  
**Email:** srbachhuber1@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am elderly, but my main form of in city transit is an old fashioned bicycle. In my daily experience I see the gaps and breaks in a safe and equitable bicycle and pedestrian infrastructure. I can't get around safely. I don't want my tax dollars to pay for commuters who have an under utilized mass transit option, while others risk their lives simply crossing the street.

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## Georgia Langer

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**From:** Bradley Baker <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:33 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bradley Baker  
**Email:** bradmbak@gmail.com  
**Neighborhood/City:** Grant Park/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The time has long past to expand freeways. We know this will lead to more carbon emissions and be fiscally irresponsible.

Let's instead direct our investments in road maintenance, street safety, and transit improvements.

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## Georgia Langer

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**From:** Joan Bates <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:42 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Joan Bates  
**Email:** joanjupiter@gmail.com  
**Neighborhood/City:** NW Nobhill

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I strongly oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.  
Merci beaucoup

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## Georgia Langer

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**From:** Nathan Berres <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:02 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nathan Berres  
**Email:** nathan.berres@gmail.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Investing millions of dollars into expanding highways is not only short-sided but an ineffective use of transportation tax funds. This is the exact opposite of what we should be doing to combat climate change, where transportation makes up the biggest sector of greenhouse gas emissions. We need to create a more efficient transportation network and that starts with investing money into public transportation and bicycle infrastructure.

I urge both JPACT and the Metro Council to reject this decision. It will put Oregon further into a transportation debt crisis that we already need to tackle. Investing in the inefficient form of transportation that is highways is not the path forward. Please consider our planet, the communities this will affect, and the future communities that will have to live with the consequences.

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## Georgia Langer

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**From:** Bianca <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 4:05 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bianca  
**Email:** rebirtha@gmail.com  
**Neighborhood/City:** Centennial

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Because of the twenty block stretch of Stark eastbound between 148 and 162 that's worse after a pointless and bad repair. Because Portland is desperate to chase dollars while East Portland roads crumble, children suffer a lack of road maintenance and repair too. But just one more lane bro!!! Let's pour billions into making Portland as brown and hazy and lousy as LA bro!!

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## Georgia Langer

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**From:** Ben Birdsall <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 9:39 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ben Birdsall  
**Email:** bwbirdsall@gmail.com  
**Neighborhood/City:** Portsmouth, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Highway expansion causes more traffic, increases emissions, and solves none of our problems while costing billions at a time when budgets are on trouble. Investing in making our current infrastructure better and safer will serve our communities much more than an expensive ODOT boondoggle trying to address our current problems with last century's disproven solutions!

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## Georgia Langer

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**From:** Ryder Booth <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:25 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ryder Booth  
**Email:** rcbootson@gmail.com  
**Neighborhood/City:** Northwest Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT and the Metro Council,

I humbly request that you reject the Rose Quarter Freeway Expansion MTIP amendments. 1.9 billion is a ludicrous amount of money that should be spent on actually helping people switch to public transit, biking and walking. If you do that it would actually fix our traffic problem.

I commute my bike and public transit every day and would love to see those forms of transit made a possibility for all Portlanders.

Thanks,  
Ryder

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## Georgia Langer

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**From:** Emiliano Brock de Corona <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 7:31 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Emiliano Brock de Corona  
**Email:** EmilianoTechs@proton.me  
**Neighborhood/City:** Irvington/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It's a bad idea to expand the freeway because we all know about induced demand. It's not a future proof solution. Despite the supposed benefits of freeway caps, I wouldn't be surprised if those are the parts that fall through. Do not spend money on improvements for cars at all. Cars should be inconvenienced to encourage other modes of transit!

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## Georgia Langer

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**From:** Ron Buel <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 11:40 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ron Buel  
**Email:** ronbuel77@gmail.com  
**Neighborhood/City:** Irvington, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I support lids, not lanes. I support Albina Vision Trust.

I know that widening I-5 will increase traffic on I-5. It will also increase vehicle miles driven in the Portland region.

Increased vehicle miles gives us more carbon dioxide, climate change and global warming.

Transportation is 40% of the region's global warming pollution. Portland and Oregon should be leading the nation in fighting climate change, not making it worse.

In addition, the U.S. Environmental Protection Agency says that 460 people a year in this Portland region die from air-pollution-caused lung cancer that comes from vehicles driven, particularly those with carcinogenic diesel fuel. We need to reduce air pollution, not create more of it as this project does through the heart of our city.

Moreover, this poorly-designed, \$2 billion project for widening I-5 simply moves the bottleneck down the road to where I-84 enters the freeway going South, and the single-lane backs up carrying vehicles to I-84 East, and the additional single lanes back up carrying the increased traffic going into Downtown across the Morrison Bridge, and the other single lane backs up carrying vehicles onto Morrison and then onto McLoughlin going South. Traffic congestion becomes worse from this widening, not better. All over the country it has been proven that widening freeways creates more driving and more congestion. In a closed system the bottleneck just moves down the road.

There is also the matter of the City and State's transportation budgets being reduced by more efficient vehicles. ODOT and PBOT are facing lay-offs and reduced operations and maintenance in order to do these nonsensical projects. The federal pipeline under Trump is tightening up for Oregon. We have to spend our money more wisely. This project is foolish and unnecessary under these conditions.

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## Georgia Langer

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**From:** Nick Buri <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:39 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nick Buri  
**Email:** nw.buri@gmail.com  
**Neighborhood/City:** NW pdx

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It seems obvious to me that if you widen a freeway, even if you call it an "auxilliary lane" or "safety lane" or whatever you want to call it, it's gonna make more people use that freeway, and congestion will reappear. I understand that ODOT sees this section of i5 as a "bottleneck" – well, the truth is, there will always be a bottleneck on i5 in portland, because that's inevitable when you ram a freeway right through the middle of a large, active city.

I'm not happy with the rollout here, also – given that ODOT is completely broke, of COURSE you all are prioritizing the most unpopular element of the whole project and leaving the freeway cover portion (which has a lot of civic engagement and excitement, and is the type of project we /should/ be prioritizing to bring positive attention and economic benefits to our city right now) vulnerable to inevitable funding issues.

You're broke, Trump is cutting everything, and on top of that you refuse to reckon with the fact that ODOT is designed to build the types of projects that a) don't even work from a traffic engineering standpoint and b) are so obsolete from a climate standpoint they fill anyone who looks at the problem with clear eyes with dread and rage. What are you /doing/? This, truly, is embarrassing. The least you can do is reject the MTIP amendment. Thank you.

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## Georgia Langer

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**From:** Reed Buterbaugh <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:43 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Reed Buterbaugh  
**Email:** ReedButerbaugh@gmail.com  
**Neighborhood/City:** Portsmouth, North Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Do not spend money creating more concrete and asphalt for 4,000 lb cars and massive trucks to move through an urban area where people live. Expanding highways to alleviate traffic congestion is as effective as buying bigger pants to beat obesity. Charge tolls, make gas more expensive, effectively implement a pay-by-the-mile road user fee for electric cars, and use all this money to get people MOVING on public transit and through an improved bike roadway network.

Expanding the highway is a multi-generational mistake, do not do it.

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## Georgia Langer

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**From:** Corey Buttry <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:01 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Corey Buttry  
**Email:** coreybuttry@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding the freeway will increase traffic, pollution, and greenhouse gas emissions at a time when Portland should be focused on reducing carbon output. The North Portland community already faces significant environmental burdens, and adding more lanes will only exacerbate these injustices.

Instead of spending billions on a freeway expansion, we should be investing in safer streets. Traffic fatalities are rising, and dangerous corridors like Powell Boulevard and TV Highway urgently need improvements. Expanding public transit, building better pedestrian and bike infrastructure, and repairing local roads would create a transportation system that is safer, more accessible, and more equitable.

The most beneficial parts of the project—such as highway caps and pedestrian/bike improvements—can and should be pursued without widening I-5. ODOT should conduct an Environmental Impact Statement to explore alternative solutions that prioritize community needs over freeway expansion.

Portland needs to focus on investments that benefit communities, not a freeway expansion that will worsen congestion, harm air quality, and drain public resources. I urge JPACT and Metro to prioritize transportation solutions that align with our region's climate goals and community needs.

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## Georgia Langer

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**From:** Cale <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:47 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Cale  
**Email:** calejbickler@gmail.com  
**Neighborhood/City:** Sunnyside, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Climate leaders don't expand freeways, we need other transportation options than car dependency. No freeway expansion that money would be much better used elsewhere

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## Georgia Langer

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**From:** James Cavin <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:06 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** James Cavin  
**Email:** jameswcavin@yahoo.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please vote to reject the I-5 Rose Quarter Freeway Expansion MTIP amendments. Instead direct our region to prioritize investments in road maintenance, street safety, and transit improvements.

The proposed expansion of the I-5 freeway through the Rose Quarter will not only exacerbate congestion and air pollution, but it also ignores the pressing needs of our community to build efficient transportation infrastructure. Highway expansion promotes MORE car dependency!

Instead, let's focus on improving the safety of our streets for all users, especially pedestrians and cyclists; allocating resources to essential road maintenance to ensure the longevity of existing infrastructure, and investing in sustainable transit solutions that reduce reliance on single-occupancy vehicles.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Decades of disinvestment have left the Portland region with dangerous arterials like TV Highway and Powell Boulevard, enormous backlogged maintenance needs, and inadequate funding for basic transit operations. By giving ODOT a thumbs up to move forward with construction on the Rose Quarter despite increasingly dire funding



options for the \$1.9 billion proposal, transportation investments around the region will stagnate if every spare dollar that could be spent on these other needs is instead directed to this boondoggle, especially when the promised \$400,000,000 from the federal government is in question.

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## Georgia Langer

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**From:** Mary Cameron <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 12:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mary Cameron  
**Email:** cameron.mare@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

If they can't take care of what we already have, how can they maintain more roads?

More freeways in that area will cause more confusion and take more land only to pour concrete on it.

We, the people, cannot afford the cost.

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## Georgia Langer

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**From:** Rebecca Canright <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:58 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Rebecca Canright  
**Email:** rebeccagroovypeace@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Greetings! As a young person, I care about protecting our environment and the scenic beauty of our region. Let's work together to safeguard our wildlife habitat and not develop any more. Thank you!

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## Georgia Langer

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**From:** annie capestany <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:49 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** annie capestany  
**Email:** cabeckstany@gmail.com  
**Neighborhood/City:** portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

this expansion is a waste of money that will barely make a difference in travel time. plus, it will encourage people to use cars rather than alternative modes of transportation. we need to get people OFF the freeways if we are gonna have any hope of reducing the impact of climate change.  
our money will be better spent on mass transit, bike lanes, pedestrian access, etc.  
plus, why start a project when the money is so iffy (locally and from the feds)? Be a responsible public steward. don't spend money you don't have.  
use our dollars to keep our air clean and our streets safe; don't waste taxpayer funds on the Rose Quarter expansion

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## Georgia Langer

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**From:** Emily Chapman <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 7:12 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Emily Chapman  
**Email:** emily@chapman-leff.net  
**Neighborhood/City:** Buckman

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This project will reduce Portlanders' quality of life. I would much rather see investment in alignment with my own priorities, focusing on street safety, shorter headways for buses, and additional greenways.

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## Georgia Langer

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**From:** Nicholas Cherry <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 9:02 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nicholas Cherry  
**Email:** nicholasc7133@gmail.com  
**Neighborhood/City:** Multnomah Village, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway expansions have shown time and time again not to fix anything! The research is there, there's no point in throwing \$1.9 BILLION away!

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## Georgia Langer

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**From:** Cory Ciccone <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:18 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Cory Ciccone  
**Email:** rua49er@yahoo.com  
**Neighborhood/City:** Raliegh Hills

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please stop this injustice while you still can by voting NO! Portland and Oregon are cutting essential services to fund this monstrous freeway widening project for over a billion dollars!!! If given the choice between the two, no one in their right mind would fund this project. Think about our children and the world they are inheriting. We should be prioritizing getting cars off the road, not prioritizing funds for that method of transport.

There is no tangible positive impact that this money brings to our society. Induced demand will negate all "benefits" of this project at a time where our world is warming rapidly due to carbon emissions, mainly because of cars.

In order for Portland and Oregon to continue to grow and prosper, we need to allocate our limited resource where they have the greatest impact. Freeway widening is not the answer in ANY situation.

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## Georgia Langer

---

**From:** Daniel Costantino <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:57 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Daniel Costantino  
**Email:** daniel@jarrettwalker.com  
**Neighborhood/City:**

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT Members and Metro Councillors:

Thank you for your service in furthering the interests of your communities and our region. I urge you to reject the MTIP amendment to advance the Rose Quarter Freeway Expansion.

1. Cars are the most space-, energy-, emissions- and carbon-intensive means of mass transportation. Cars produce huge negative externalities, including many forms of pollution. By concentrating cars and trucks on urban freeways, we are maximizing the number of people who have to live with the impacts of that pollution. This project would be inviting more cars and trucks into the same space, doubling down on the impacts.

2. Addressing this bottleneck will not solve local or regional congestion. An interchange at the center of the region's population and jobs will always be a high demand facility, subject to frequent and severe congestion, unless high and demand-sensitive tolls are introduced, which has proved politically unacceptable. Furthermore, if the new I-5 bridge over the Columbia actually gets built according to current plans, the new wider gullet will simply be fed by a larger bottle.

3. Further expanding freeways in the Central City doubles down on the historical injustices visited on the Rose Quarter and Albina areas, including the taking and destruction of Portland's original historic Black neighborhoods. Freeway caps and minority contracting mitigate this, but both are possible without also engaging in destructive car-centric freeway widening.

4. The costs for this project have ballooned, and there is no money to see it through. Federal support is disappearing. Meanwhile, ODOT has demonstrated significant errors in its own internal accounting, including a \$1.1 billion error in assessing its revenues. While ODOT definitely needs new money to better maintain the state's existing roads, it is clear that freeway-related investments at this time are simply pouring money down an endless drain, at the cost of everything else.

Thank you.

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## Georgia Langer

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**From:** Nancy Crumpacker <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:00 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nancy Crumpacker  
**Email:** ncrumpacker47@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We cannot afford this project when there are many other needs like fixing potholes in Portland. This project will harm air quality in disadvantaged neighborhoods causing harmful health effects to both young and old citizens.

JPACT and the Metro Council should reject the Rose Quarter Freeway Expansion MTIP amendments.

Thank you for your consideration.

Nancy Crumpacker, MD

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## Georgia Langer

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**From:** Ian Cunningham <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:58 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ian Cunningham  
**Email:** fluorescentian@gmail.com  
**Neighborhood/City:** North Tabor, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Jordan Del Valle Tonoian <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:05 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jordan Del Valle Tonoian  
**Email:** me@jordandt.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** Melissa Delzio <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 10:16 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhilili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Melissa Delzio  
**Email:** melissa@meldel.com  
**Neighborhood/City:** Overlook

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Transit safety, security and frequency over cars!

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## Georgia Langer

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**From:** Alison Dennis <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:48 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Alison Dennis  
**Email:** dennis.alison@gmail.com  
**Neighborhood/City:** Roseway Neighborhood (Portland)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

At this time in our history, it is imperative that we invest in infrastructure that will reduce VMT and carbon emissions and create more options for more mass transit, cycling, walking and rolling. It is also imperative that we do not waste large amounts of local and regional budgets on harmful freeway expansions that will increase emissions, degrade the quality of neighborhoods and fail to address traffic congestion due to the well documented pattern of induced demand. I demand that you reject the Rose Quarter Freeway Expansion MTIP amendments and instead re-direct our regional funds toward safety, maintenance and transit improvements that expand the availability and feasibility of alternatives to driving.

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## Georgia Langer

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**From:** Harry Disney <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:17 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Harry Disney  
**Email:** hap.disney@gmail.com  
**Neighborhood/City:** Kenton/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment for the many reasons outlined in the letter submitted by No More Freeways.

Our "modern freeway" system is at the pinnacle of its achievement. Everything we have invested in the past 50+ years has gone toward freeway/road expansion and this is what we're stuck with: more traffic congestion and more pollution.

It is past time to consider better investments in walkable, bikeable, transit-oriented infrastructure and stop wasting precious public funds on failed designs. A wider freeway has NEVER resulted in reduced congestion nor reduced air pollution.

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## Georgia Langer

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**From:** Stephen Docy <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 12:53 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stephen Docy  
**Email:** docystephen@gmail.com  
**Neighborhood/City:** Hillsboro

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

With the City of Portland and the State of Oregon already facing budget shortfalls and talks being underway around what should be cut it is deeply irresponsible to begin a multibillion dollar road expansion project. Especially so when there are no clear funding mechanisms in place for completing the project. With the current situation at the federal level that we would be much better off spending the limited dollars we have on maintaining the infrastructure we have currently and investing in public transit improvements. A wider freeway goes against our state's goals to combat climate change and will only further our dependence on cars. Focusing these funds instead towards fixing what we already have and improving public transit would better align with our climate goals while still building out more capacity for people to get where they need to go. So I urge that the Rose Quarter Freeway Expansion is rejected so we don't find ourselves digging a multibillion dollar deep hole for no reason.

--

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## Georgia Langer

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**From:** Miche Dreiling <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 7:20 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Miche Dreiling  
**Email:** linen\_rudders\_9w@icloud.com  
**Neighborhood/City:** Eugene

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Elected leaders should prioritize a future that stops killing and harming people.

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## Georgia Langer

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**From:** Michelle DuBarry <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 11:58 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Michelle DuBarry  
**Email:** dubarry@comcast.net  
**Neighborhood/City:** Overlook/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a resident of North Portland and the mother of a toddler who was killed by a careless driver on an ODOT road, I urge you to reject the proposed MTIP amendment bundle for the Rose Quarter freeway expansion.

Given the crises of traffic violence and climate change, it is unacceptable and immoral to commit public money to a project that will increase both traffic and pollution. Especially considering the maintenance backlog and lack of safe pedestrian/cycling infrastructure on existing roads.

I am in favor of building the freeway lids. But ODOT's bad faith PR-washing makes it obvious that the lids are an afterthought, and the highway project is THE priority. It is so obvious that ODOT should be ashamed, as should anyone who votes to advance this amendment.

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## Georgia Langer

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**From:** Brant A Duncan-Thurman <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 7:46 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Brant A Duncan-Thurman  
**Email:** thurmanbrant@yahoo.com  
**Neighborhood/City:** Northwest

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It will have negative impacts on the surrounding communities as most highway expansions. We need to remove the freeway along the east side of the river and remove the freeways through Portland to place more affordable housing.

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## Georgia Langer

---

**From:** Serenity Ebert <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Serenity Ebert  
**Email:** kismet1@verizon.net  
**Neighborhood/City:** Reed neighborhood of SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I demand that JPACT and the Metro Council stop this unnecessary, and dangerously reckless freeway expansion. The city of Portland has already ignored the needs of its residents for far too many years. Portland City leaders continue to wring their hands over funding, while our infrastructure crumbles, our traffic death toll rises, and ADA access continues to lag. How dare they even consider a multi billion dollar freeway expansion project before repairing crumbling streets, repainting faded signs, and expanding ADA access.

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## Georgia Langer

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**From:** Clifford Eiffler-Rodriguez <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 12:41 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Clifford Eiffler-Rodriguez  
**Email:** cpeiffler@gmail.com  
**Neighborhood/City:** Salem, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I can't believe that ODOT continues to insist on widening I-5 despite that myriad of ways that show this project is a boondoggle from the beginning.

Financially, we can't afford it. It will not improve traffic. It will not provide greater mobility access. It's environmentally a nightmare and against any real goal to change to address the growing climate disasters we are experiencing.

My biggest complaint is that we continue to act like a state full of country bumpkins who are satisfied with doing the same thing we have for the last 100 years. Instead of improving existing infrastructure and investing in things like High Speed Rail, we cede our position in the PNW as a follower and wannabe.

True success will be measure when we move away from dependency on single rider cars, which are expensive to own and maintain.

Invest in mobility freedom for everyone, invest in transit projects, invest in connecting our communities. Not in creating a bigger traffic jam.

Ditch those leading ODOT, they don't have Oregon's best interests leading their department's decisions.

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## Georgia Langer

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**From:** Eliot C <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:37 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Eliot C  
**Email:** ec7723@protonmail.com  
**Neighborhood/City:** Sabin

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I need clean air to breathe and a livable climate. No more freeways!

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## Georgia Langer

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**From:** Duane Fickeisen <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Duane Fickeisen  
**Email:** dfickeisen@gmail.com  
**Neighborhood/City:** Mt Tabor/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This proposed project is more boondoggle than solution. It is a very expensive project that will only move the bottle neck down the road. We ought to be talking about tearing down I-5 where it slashes through neighborhoods and blocks access to the Willamette River instead of locking our region into decades more of this disaster.

It seems highly unlikely that the Federal funds counted on for the project will not be forthcoming, so let's not waste more money planning this thing that may never happen anyway.

Instead let's put our local funds to work on improving non-automobile modes of transportation (e.g., transit, bike and pedestrian access) and on fixing our broken streets.

ODOT is not a reliable source of information on this — they seem bent on new construction and adding lanes when we really need to transition to other modes of transportation.

Before this project proceeds, we need to see a full Environmental Impact Statement with meaningful consideration of alternatives, including no action.



Local agencies, including the City of Portland should stop lobbying for this.

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

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## Georgia Langer

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**From:** Bryan H Fletcher <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 12:27 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bryan H Fletcher  
**Email:** bryan.fletcher@gmail.com  
**Neighborhood/City:** St Johns

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I urge you to vote against the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region's resources toward road maintenance, street safety, and transit improvements. More freeway lanes will only bring more congestion, pollution, and traffic violence—while better transit, bike lanes, and pedestrian infrastructure create a more livable, loveable city.

We need investments in alternative transportation that truly serve our communities, including:



Safe, connected bike lanes



Reliable, frequent, and safe bus service—with more bike racks!



Light rail and Frog Ferry!



Congestion pricing to reduce traffic and fund sustainable mobility

Expanding freeways is a mistake of the past. Let's think big and prioritize a future where everyone can move safely and efficiently—without depending on more asphalt.

Thank you for your leadership in building a better Portland.

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## Georgia Langer

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**From:** Dr. Nick Hengen Fox <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 8:46 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; j buck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Dr. Nick Hengen Fox  
**Email:** nicholashengen@hotmail.com  
**Neighborhood/City:** Irvington, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am asking you to vote to reject the Rose Quarter Freeway Expansion MTIP amendments. It is my understanding that funding for this project is not secured—and that for a project of this scope clear federal funding is a necessity. I am terrified that Portland, Multnomah County, and Metro are about to dive into an open-ended project to widen a freeway (which we shouldn't do anyway!) without funding and the end result will be endless construction and new taxes on Multnomah County residents who (like me) rarely use the freeway. I am also concerned about the long-term harm of driving, but... even if I thought that wasn't so bad, jumping into a \$2 billion construction project without secure funding seems... insane to me!

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## Georgia Langer

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**From:** Max Freiburger <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 3:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Max Freiburger  
**Email:** maxtf1999@gmail.com  
**Neighborhood/City:** Kerns

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I regularly bike, walk, and take public transit around the city. By far the ugliest parts of this city are devoted to car transit. the vibrancy of local areas are sucked away by car parks, car roads, highways, and all the other accoutrements necessary to uphold and expand car-centered living. Our city continues to sprawl, becoming more reliant on one mode of transportation while killing the community connections made by seeing your neighbors on the street. I am opposed to the further investments in car-based transit because it has nothing but negative impacts. By capitulating to the cries from auto drivers for expansion, demand is induced while the real problem of navigating the city continues to be unsolved. What we need in Portland is further investments in comprehensive and equitable transit that all, from child to elderly to disabled to able-bodied, can use with ease.

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## Georgia Langer

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**From:** Nina French <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:09 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nina French  
**Email:** snowflakeschance@yahoo.com  
**Neighborhood/City:** Madison South

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We do not want more freeways. More freeways cause more congestion; everyone knows this. Additionally, we do not need to be Seattle, and I personally do not want us to become Seattle. My commute was a nightmare there. Why do you want to make even more congestion? Civil Engineers are hell-bent on destroying this city. We do not need or want these additional freeways, nor does any community want one cutting through their neighborhood. I can only imagine which communities you would break up, as well. Just sickening.

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## Georgia Langer

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**From:** Nona Gamel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 12:13 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nona Gamel  
**Email:** nona.gamel@gmail.com  
**Neighborhood/City:** Pearl District/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The climate crisis is real. Freeway widening makes the problem worse. Invest in public transportation, bike and pedestrian safety.

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## Georgia Langer

---

**From:** John Giacoppe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:57 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** John Giacoppe  
**Email:** maxamilliancyther@gmail.com  
**Neighborhood/City:** South Tabor, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT Members and Metro Councilors,

My name is John Giacoppe, and I am a resident of Southeast Portland, near Division and 82nd Avenue. I, like many other Oregonians, am struggling to make ends meet, and I am frustrated to see state government waste money it doesn't have on an unnecessary and expensive road expansion project.

The Rose Quarter project continues to balloon in price year after year, with the only secured federal funding coming for the neighborhood-restoring freeway cap. Neighbors have repeatedly demanded stronger bicycle and pedestrian improvements as a part of this project and have been ignored at all stages of this process. Concerns about increasing emissions during the climate crisis and causing further damage to the historically Black neighborhoods that the current route attempted to displace have not been addressed by planning staff, a failure which led in part to the denial of federal funding for the road expansion portion of this project.

ODOT seems to be starting the project despite the massive funding gap as a extortionary tactic, obligating state taxpayers to foot the bill for project completion when federal funding is inevitably denied. I cannot afford my rent and I am struggling to find long-term work. I will not stay housed for very long if I

can't find a job and if costs do not come under control. As I and many other Oregonians are struggling to survive, our state transportation agency says that "any option is on the table" for funding a project that a huge majority of the public has explicitly stated they do not want, and which independent traffic studies have indicated will do nothing to help with congestion or road safety. Such an undemocratic approach is unacceptable, and I am calling on you to represent your communities and constituents and reject the MTIP amendments before you today. Our state should respond to the needs of its citizens, not the whims of its engineers. Make them listen.

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## Georgia Langer

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**From:** Rachel Gilmore <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 9:49 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Rachel Gilmore  
**Email:** rachelemilycodd@gmail.com  
**Neighborhood/City:** East Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the extremely expensive freeway expansion project as we are far beyond the point where our climate can tolerate any further expansion of car-centric infrastructure.

Please vote to reject the MTIP amendment to advance the proposed Rose Quarter freeway expansion project.

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## Georgia Langer

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**From:** Elianna Gnoffo <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 7:09 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Elianna Gnoffo  
**Email:** ergnoffo@gmail.com  
**Neighborhood/City:** Piedmont, North Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I want Metro to vote No on the amendments as this expansion project would burn money to burn money. The project is already extremely over budget and will only lead to more congestion. It also reinforces car dependency which keeps people poor, doesn't lower our carbon output, worsens heat island effects, is inaccessible, and worsens health and education outcomes in the surrounding area. I also find it very strange that this project starts taking off just as the displaced black Portland population has begun to move back to the area. Do something that will actually help the city and move investments towards public transit and micromobility.

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## Georgia Langer

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**From:** Blake Goud <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:43 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Blake Goud  
**Email:** blake.goud@gmail.com  
**Neighborhood/City:** Portsmouth, Portland, OR 97217

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

There are critical safety improvements needed statewide and in the metro region that are far more urgent than widening a highway that isn't even the only source of congestion on I-5 and would induced even more traffic and make both traffic and transit worse.

This project is also wildly fiscally irresponsible and most of the money available to spend is either going to be pulled from other projects in a funding shell game or is federal money for Albina Vision Trust under the USDOT reconnecting communities grant which the Trump administration and Congressional Republicans who are in the majority will try to cancel.

At this point ODOT is fraudulently inducing other government agencies to allow for the start of construction. They know that they will gain significant leverage to finish the project even if everyone woke up and realized how bad this project is and what it will cost us in other state spending cuts not to mention in terms of health and climate.

Please do not approve the MTIP and put the money instead to the street safety, road maintenance and transit/active transportation projects that will deliver far more bang for the buck!

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## Georgia Langer

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**From:** Jonathan Edwards Greenwood <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:03 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jonathan Edwards Greenwood  
**Email:** jonathan.e.greenwood@gmail.com  
**Neighborhood/City:** Kenton/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT Members and Metro Councilors,

I urge you to reject the MTIP amendment advancing the Rose Quarter Freeway Expansion. This \$1.9 billion project threatens to drain funding from essential transportation needs like road maintenance, transit improvements, and fixing dangerous arterials. ODOT has already spent \$130 million—mostly on consultants—while costs continue to soar. With the federal government withholding \$450 million and no clear state funding commitment, this project is financially reckless.

Expanding I-5 will also worsen air pollution in North Portland, harming residents' health while adding 21,000 tons of greenhouse gas emissions annually. Meanwhile, the parts of the project that benefit the Albina community—such as highway caps and bike/pedestrian improvements—remain unfunded and uncertain. They should not be relegated to a second phase that may never happen; caps should be all we build with this project to allow more dense housing and services above I-5. We should be investing in transit, road safety, and affordable housing, not freeway expansion.

I demand that JPACT and Metro require ODOT to conduct an Environmental Impact Statement that evaluates alternatives to expansion, especially making this project only a capping of the existing,

unwidened freeway. Additionally, Portland and Metro should remove support for this project from their 2025 lobbying agenda and push for transportation funding that actually benefits the region.

Please stand against this wasteful project and reject the MTIP amendment.

Thank you

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## Georgia Langer

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**From:** Kristin Gross <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kristin Gross  
**Email:** hazypictures@protonmail.com  
**Neighborhood/City:** Roseway/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter Freeway Expansion has already cost us so much money. We are facing budget and environmental crisis and I really don't think allocating \$1.9B to something that will absolutely have negative effects on the environment with no real benefits is wise. Freeway expansion aren't just bad for the environment, they're bad for the people who live near by who are subject to noise pollution and the health consequences of increased exposure to pollution. This money could fund so many transportation options that increase livability, safety and quality of life. There is a massive backlog of maintenance and safety improvements that are so needed. I'm asking that JPACT and Metro to reject the MTIP amendment. I'm also asking that you ask ODOT direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood

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## Georgia Langer

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**From:** Mark Harris <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:13 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mark Harris  
**Email:** mharris789@msn.com  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

i believe very strongly that expanding the I405 freeway is the wrong thing to do. So wrong in fact that to me it is very obvious I fail to understand why ODOT again and again is trying to push this through? From the environmental impact on our neighbors close to the freeway through to induce demand and the failure of freeway expansions around the country have shown that this is not an effective solution.

We can do better and must do better!

Thank you

Mark Harris

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## Georgia Langer

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**From:** Andrea Haverkamp <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:26 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andrea Haverkamp  
**Email:** andrea.haverkamp@outlook.com  
**Neighborhood/City:** Kerns Neighborhood, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We are at a climate crossroads, facing extremely tight budgets, and have a growing population. We can collectively do difficult things. The difficult thing is to stop this project right now and minimize harm and wasted money rather than inch it forward. Please do not pass this amendment.

This freeway widening in the heart of Portland is nothing short of a disastrous proposal. 1.9 billion dollars (the entire project) would be transformative for our transportation system when we consider all modes of transportation – sidewalks, bike lanes, rail, bus. This is an alarming amount of money to be spent on a narrow section for only one type of transit pattern. And – we have climate goals of reducing driving, not inducing driving. We have traffic goals of less trips by car, not more trips by car. There is no sound logic in this project.

The Rose Quarter project is privileging those driving THROUGH Metro, at the expense of those living IN Metro. It advances the interests of those with the wealth and privilege of owning a private motor vehicle over those taking other transportation modes.

It will not solve traffic – it is unnecessary, and is a generational mistake.

Historically, I-5 plowed through Black and brown communities, displacing families, destroying homes, preventing generational wealth, and to this day centers cancer causing tailpipe emissions and pollution in the heart of these neighborhoods. Right in our city. This project doubles down on this racist legacy. If the original creation of I-5 was problematic, doubling down on it is problematic.

Please, for current Metro and our shared future, do not advance this amendment, and do not fund this amendment. The buck should stop here.

Thank you.

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## Georgia Langer

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**From:** Chris Helmsworth <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:16 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Chris Helmsworth  
**Email:** helmsworth@yahoo.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter Freeway expansion project is a questionable project in the best of times and right now we are not living in those times.

Any expenditure that needs any federal funds should be put on hold. We simply cannot count on the federal dollars.

Anyone who has heard any state legislator speak knows what dire straights we are from a financial standpoint. I've heard the same things from mayors as well. So it is simply madness to expect the people of Oregon to pay for a project like this. Especially one run by an organization that considers a billion dollars to be an accounting error.

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## Georgia Langer

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**From:** Scott Hillson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 12:09 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Scott Hillson  
**Email:** scott.hillson@gmail.com  
**Neighborhood/City:** 19461 View Dr

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This is the absolute biggest waste of money our region could possibly suffer in the coming years. ODOT has a repeatable, verifiable pattern of underestimating project costs in order to start construction and then leaving us with the bill when the costs soar and the project runs late. Tell ODOT to shove it.

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## Georgia Langer

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**From:** Stasia Honnold <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 5:59 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stasia Honnold  
**Email:** shonnold2005@gmail.com  
**Neighborhood/City:** Portland, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I honestly have a hard time understanding how in this climate, we're even still putting on the table projects that prioritize single-occupancy driving, or induce demand for such by making it temporarily seem like driving is a fast/better option. \$1.9 billion is a lot of money that could be invested in walkable communities, better transit, better bikeway connections, and other projects that seek to LIMIT fossil fuel emissions.

I generally see Metro as an entity that is forward-thinking and concerned about the environment and trying to be a good steward of our shared region, and it is unfathomable to me that an entity such that I imagine Metro to be would consider this ridiculous project. Please look into your collective consciousnesses and realize that freeway expansion of this scope goes counter to almost all of our stated values around sustainability, livability, and a green future.

Thanks for your consideration.

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## Georgia Langer

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**From:** Jeff M Horne <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:22 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jeff M Horne  
**Email:** mailjeffh@gmail.com  
**Neighborhood/City:** Richmond/Portlan

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Time and time again history shows larger roads just means more cars on the road. Yes, traffic will temporarily improve and then get just as bad or worse. We need to invest in more public transit to encourage people to drive LESS, not more.

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## Georgia Langer

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**From:** Amy Hunter <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 9:55 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Amy Hunter  
**Email:** amywhunter@gmail.com  
**Neighborhood/City:** Sabin

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

---

**From:** Fischer Jemison <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:50 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Fischer Jemison  
**Email:** f.g.jemison@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding I-5 at the rose quarter makes no sense. I've been driving, biking, and walking in this area for years and it's hard to see any justification for the project. Urban freeways in areas this busy will always be congested and this project only serves to create more pollution, traffic, and danger for non-drivers in the area. The financial risks are also unacceptable. ODOT does not have the money to pay for this project and is planning to risk every other fiscal priority in the state to pay for a useless project. JPACT and Metro should reject this amendment.

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## Georgia Langer

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**From:** alicia johnson <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 10:11 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** alicia johnson  
**Email:** openpracticddx@gmail.com  
**Neighborhood/City:** hollywood/portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We know that the change that these funds could create in portland if these funds were re-allocated to improving safety and road quality for all users in areas beyond the I-5 freeway expansion. Many streets are pot holed, lack accessibility features – the list goes on. It seems misguided to pour ever increasing funds into a highway that will further congest and de-center residents of the city

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## Georgia Langer

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**From:** alicia johnson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:36 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** alicia johnson  
**Email:** openpracticeddx@gmail.com  
**Neighborhood/City:** hollywood/portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We know that the change that these funds could create in portland if these funds were re-allocated to improving safety and road quality for all users in areas beyond the I-5 freeway expansion. Many streets are pot holed, lack accessibility features – the list goes on. It seems misguided to pour ever increasing funds into a highway that will further congest and de-center residents of the city

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## Georgia Langer

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**From:** Scott Jones <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:25 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Scott Jones  
**Email:** relax@thousandpetal.net  
**Neighborhood/City:** Albina

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

In a city and region that prides itself on being eco-friendly, the least we can do to walk the talk is not expand capacity for more automobile and truck traffic.

As a resident of the Albina area in Portland, I am exposed to all the pollutants from the freeway, which will only increase with traffic increase in the Rose Quarter.

In addition to expansion being environmentally irresponsible, it is also fiscally irresponsible, with the price tag forever escalating and funds diminishing more and more.

It is also socially irresponsible and unfair to widen the freeway in the Rose Quarter. Efforts to try to somewhat reverse racist takings and demolitions of black homes to make way for the coliseum and past freeway expansions will be hampered by the expansion.

Big business surely wants the expansion, which would amount to corporate welfare, but the people in the neighborhood and city at large do not.

Please do the right thing and reject this boondoggle.

Thank you!

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## Georgia Langer

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**From:** Sandra Joos <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 1:06 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sandra Joos  
**Email:** joosgalefamily@comcast.net  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis. Check out the full It's time for regional leaders to go "back to basics" and make sure we prioritize community-level investments in our transportation system instead of writing ODOT another blank check we can't afford.

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## Georgia Langer

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**From:** Elyssa Kiva <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 3:05 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Elyssa Kiva  
**Email:** mailforelyssa@gmail.com  
**Neighborhood/City:** Kerns Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We have a huge transportation budget deficit at every level of government and federal funding is unlikely to come through. It is irresponsible governance to break ground on a project like this. We should spend money repairing crumbling bridges, making roads safer, and expanding transit. The bottle neck at the rose quarter can be addressed with congestion pricing which has had massive success in NYC reducing travel.

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## Georgia Langer

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**From:** Melissa Kostelecky <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 10:47 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Melissa Kostelecky  
**Email:** kostelm@pm.me  
**Neighborhood/City:** Woodstock/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to request that JPACT and Metro Council vote to reject the MTIP amendment and to ask that these bodies reject any expansion of I-5 through the Rose Quarter in the 2025 state transportation package. At a time of record deficits for our kids' schools, homelessness services, climate/resiliency programs and even record shortages on the part of ODOT to fund basic maintenance of the roads and freeways we already have, it is irresponsible use of our taxpayer dollars to add more "assets" that will only require more deficit spending in the future to maintain. Moreover, doing so without a guaranteed funding source, e.g., from the federal government, only means that ODOT will be coming back to Oregon taxpayers with more demands for funding to finish these projects.

Even more frustrating is that we will get very little in return. History has shown unequivocally that adding freeway capacity induces demand for more driving. We only need to look to Los Angeles, with its massive network of freeways and horrific levels of congestion and air pollution, to see that bigger freeways do not relieve congestion or reduce emissions. For a better example, we could also look to any European city—where freeways are restricted to areas outside of urban boundaries and cities/regions are extensively covered by public transit—to see that mobility issues like congestion can only be solved with more efficient modes like bus, rail, biking and walking.

I ask respectfully that you act as good stewards of our taxpayer dollars and our children's future, and not further burden us with expensive freeway mega-projects that take from the general fund for decades to come and leave our city with nothing but more car dependence.

Thank you,  
Melissa Kostecky

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## Georgia Langer

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**From:** Peter Laciano <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 7:24 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Peter Laciano  
**Email:** peter.laciano@gmail.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to urge JPACT and the Metro Council to reject the MTIP amendment, which would approve the expansion of I-5 through the Rose Quarter. This project is a disaster for Portland and below I've listed a few of many dire problems:

- 1) ODOT is short \$1.4 BILLION for this project. This is in an environment where ODOT claims poverty for basic operations like snow plowing, road paving, and bridge repairs.
- 2) The part of the project that is popular and has received federal grant funding, the cap and bike/ped bridge, has been relegated to phase 2. ODOT is essentially trying to use "reconnecting community" grant funding, explicitly given to repair past harms, to instead further widen the freeway. This is shocking and immoral.
- 3) As a geologist, I am deeply cognizant of the rapidly accelerating climate crisis, and Portland's biggest source of emissions is transportation, largely from motor vehicles. ODOT tries to use euphemisms like "auxiliary lanes" but ultimately there will be more travel lanes than before. This is guaranteed to increase regional VMT and therefore carbon emissions. How are we justifying increasing emissions in the year 2025? Anyone who votes for this is a climate change denier.
- 4) In addition to carbon emissions, increasing VMT will unleash even greater particulate emissions into surrounding, high-population neighborhoods, including Albina. Research shows that particulate



pollution from highways is a grave public health risk, with huge spikes in asthma, cancer, heart disease, Alzheimers, among many other diseases. Don't you think the residents of Albina, and the future residents who will arrive through the transformative plans proposed by Albina Vision Trust, have experienced enough harm?

I strongly urge JPACT and Metro Council to reject the MTIP amendment and instead direct ODOT to perform an EIS to study alternatives to freeway expansion, while building the caps that federal grants explicitly provided funding for.

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## Georgia Langer

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**From:** Jordan Lewis <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:43 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jordan Lewis  
**Email:** jordanlewis5252@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

JPACT and Metro Council,

I am writing you today to demand that you reject the MTIP amendment to start construction on the Rose Quarter Freeway expansion, even with a \$1.4B funding gap (and growing!)

To be clear, this request is manipulative & aims to lock-in future funds by making a partial “commitment” today. We saw it 8 years ago, with mega-project apportionments in the 2017 transportation package which were then used to justify further investment today. It also takes hostage the existing Reconnecting Communities funding in order to further isolate and poison on the residents of Rose Quarter with additional lanes. You currently hold the power, right now, to say no; if you rubber-stamp this amendment today, we will be locked into this disastrous project for years. We do not have the funding for this kind of project.

If ODOT does not face consequences for its recent actions—such as the total loss of \$1 Billion Dollars in funding from pure negligence in 2023—then how can we expect better outcomes out of it in the future? To approve this amendment is to abandon your own duty to govern. Bodies like yours do not exist to greenlight every proposal; sometimes, bad projects need to be stopped, and this is one of those projects.

I would like to see I5RQ removed from city of Portland and Metro lobbying agendas, and JPACT/Metro should conduct a full environmental impact statement (EIS) of the project. I and my peers despair at the effects of the ongoing climate crisis, and the glib indifference institutions show towards it. We want to see meaningful climate action, not deferred in the name of “one more lane” which will ultimately cook the planet. We see institutions refuse to act and we disengage. This is why no one votes. This is how democrats lose to Trump and other republicans. If you are truly bothered by what the trump administration is inflicting... this is your chance to make a positive case for blue-state governance against trumpism. Reject the MITP amendment!

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## Georgia Langer

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**From:** Andrew Lindstrom <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:39 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andrew Lindstrom  
**Email:** andrew@city-hikes.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to express my concern relating to the Rose Quarter project. It is clear that ODOT is in hard financial straits, and the project as it is planned now will require significant additional resources to be completed. The entire political justification for doing the project as planned is to right a historic wrong of the Black community in Portland being devastated by the original construction of I5, yet now with funding sources sparse, it's this reconnection which is the first to be deprioritized. I think this is wrong on its face, but is made far worse by the fact that there is absolutely no chance of a federal bailout for this specific project on the horizon. The current administration has shown it will not fund projects that frame themselves on racial or environmental justice grounds, does anyone honestly expect that a project in Portland will be the one to buck that trend? This means that ODOT will be forced to use state and local funds. That will be hundreds of millions of dollars spent on this project that could have been spent elsewhere. As planned, there is little value engineering for scarce state funds – instead a maximum viable product is presented to win a federal grant.

If we are serious about creating a situation where ODOT is financially viable in the long term, this is an outrageously bad choice. The agency cannot afford to saddle itself with a billion dollars in future commitments when every budget cycle it's doom follows by gloom. Let's be realistic about what we can build, and let's prioritize the things we all cherish as Oregonians. We can find a way to make this project

work as restoration for Albina, or we can widen the freeway. Doing both, as ODOT plans to do now, is prohibitively expensive absent federal support. Starting the project as planned now is creating a fait accompli, and if history is any guide it means that ODOT will use the sunk cost fallacy to finish the project no matter the cost.

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## Georgia Langer

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**From:** Connor Lirot <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:27 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Connor Lirot  
**Email:** ccl2of4@tx.rr.com  
**Neighborhood/City:** Sunnyside, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Jenny lovold <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 10:23 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jenny lovold  
**Email:** jennydoll@gmail.com  
**Neighborhood/City:** Peidmont

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This regressive fixation business has with expanding the freeway goes against the peoples needs. We do not need to allow for more tax dodging with more lanes and less clean air. Please build something for the future rather than attempt to make late stage more appealing with less travel time. We know studies have shown the travel times will be the same and our quality of life as city dwellers will be the only thing that will change- other than the vacation schedule of the receivers of this gift money. this deeply unpopular and ridiculous project puts profits over people, we don't need more shopping, we need more of what makes a city a city, community wise.

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## Georgia Langer

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**From:** Ivy Madrone <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:18 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ivy Madrone  
**Email:** ivy.madrone@gmail.com  
**Neighborhood/City:** Hollywood/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I believe that investing in car infrastructure is not a people first mentality and is incentivized only by the money that those industry stand to gain. This expansion will not reduce traffic, as proven time and again by places like California and Texas and their dangerous ugly 7 lane monstrosities. Please instead invest in public transit and street safety.

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## Georgia Langer

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**From:** Shawne Martinez <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 9:41 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Shawne Martinez  
**Email:** shawne.martinez@sbcglobal.net  
**Neighborhood/City:** Tigard, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a car-free bike Dad, I know that we must prioritize people over cars. Reducing VMT requires lower levels of stress for people who choose to walk, roll, bike or take public transit. It must be easier and safer to leave the car at home than to drive a single occupancy vehicle for every trip. Enhancing the micromobility network is less expensive and offers a higher ROI than building more lanes for more cars. Continued expansion of car infrastructure promotes a sedentary lifestyle and contributes to polluted air, water and soil. The most efficient way to move people is by bicycle. The least efficient: cars.

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## Georgia Langer

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**From:** Audra McCabe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 10:37 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Audra McCabe  
**Email:** aemup@yahoo.com  
**Neighborhood/City:** Eliot/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** chris mccraw <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 10:42 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** chris mccraw  
**Email:** gently@gmail.com  
**Neighborhood/City:** piedmont

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This project was initially estimated in the hundreds of millions of dollars. Now it is forecast for 1.9billion, and as we all know, no project ever gets cheaper over time so it will continue to grow in cost as it is built and the cost of doing business continues to inflate and unexpected expensive issues arise. This project is not worth billions of dollars, especially in light of today's climate agenda at the national level which clashes with our local agenda.

Please do not vote MORE funding for a project that:

- is spiraling out of control in costs
- which has no certain funding at the national level right now thanks to this administration's capricious threats and erratic follow-through on promised funds
- is being started with freeway widening, which violates our citizens' voice requesting climate action, not worsening climate change, which freeway widening will not accomplish.

Further – make sure you vote to START this project with full funding for the covering – which Albina Trust and others advocate for – and not with "just enough funds for widening" .

thank you.

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## Georgia Langer

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**From:** teresa mcgrath <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:48 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** teresa mcgrath  
**Email:** bone1953@msn.com  
**Neighborhood/City:** king/portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

hi,

we don't need expansion, as it bring more cars, and pollution...

it's time to clean up and pave our existing streets full of feces, potholes, gravel, glass, metal

we bike and it's sad how poorly maintained they are

thx

--

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## Georgia Langer

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**From:** Susan E McLawhorn <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:25 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Susan E McLawhorn  
**Email:** semclaw@gmail.com  
**Neighborhood/City:** 7665 SE Henderson Street

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. I work for PPS and I travel to a different high school each day, sometimes two or three different schools. I am passionate about creating better public transportation and bike lanes and sidewalks for safety. Portland would be better suited dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments. We have to take the climate crisis seriously and invest in the future, not the past. Broadening roads brings more traffic, which is the last thing we need on our overcrowded highways.

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## Georgia Langer

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**From:** Rob McRae <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 11:38 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Rob McRae  
**Email:** rob.d.mcrae@gmail.com  
**Neighborhood/City:** Vernon, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** Megan <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:10 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Megan  
**Email:** megz.newell@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I OPPOSE this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Walt Mintkeski <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:50 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Walt Mintkeski  
**Email:** mintkeski@juno.com  
**Neighborhood/City:** Eastmoreland, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

To: Joint Policy Advisory Committee on Transportation (JPAC) and Metro Council

As a resident of SE Portland since 1972, I am very concerned about the social, environmental, health, and climate impacts of the Interstate 5 Freeway from the Columbia River to the Willamette River. I am especially concerned about those impacts in the Rose Quarter area where the original construction of the Freeway destroyed and displaced an entire Black neighborhood and current traffic noise and emissions affect the health of Harriet Tubman Middle School students.

The Oregon Department of Transportation is now proposing a \$1.9 billion project to expand the freeway in the Rose Quarter area and has prepared an amendment to the Metropolitan Transportation Improvement Plan (MTIP) which would advance the proposed project.

I urge you to vote NO on the amendment and, instead, discuss whether the region would be better served by dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments.

Rejection of the amendment is all the more urgent considering the high likelihood that the federal government will refuse to provide the remaining \$400 million not yet granted from the Reconnecting Communities program secured last summer.

Please reject the ODOT amendment to expand the freeway in the Rose Quarter area between the Fremont and Marquam bridges.

Thank you for considering my comments.

Walt Mintkeski, SE Portland

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## Georgia Langer

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**From:** Ken Montero <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 7:17 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhalili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ken Montero  
**Email:** ken.montero@gmail.com  
**Neighborhood/City:** Lents

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This project is WAY too expensive, and we know costs only go up, and we should all know that widening freeways only leads to more traffic.

We should spend what money ODOT actually has on projects that make it easier for people to get around within the city and not just through it.

We should encourage traffic to go around the city as well to keep the pollution in downtown lower this RQ expansion is a huge waste of resources!

--

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## Georgia Langer

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**From:** Matt Morrissey <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:00 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Matt Morrissey  
**Email:** morrissey.matt@gmail.com  
**Neighborhood/City:**

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I demand that JPACT and the Metro Council vote to REJECT the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Instead I want JPACT and Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood. The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package. I live in the neighborhood and worry about the air pollution from the additional traffic. I am horrified by the climate collapse and don't wish to see Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. I'd rather see the city of Portland demand that ODOT instead direct those funds to support affordable housing in the Albina community instead of additional freeway lanes. Traffic fatalities have skyrocketed and the entire Portland region has numerous other ODOT-owned highways that instead need safety improvements that would stop needless traffic violence on our streets. Please stop this awful project.

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*More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

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**From:** Marj Nafziger <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 12:02 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Marj Nafziger  
**Email:** marjorie.nafziger@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Continued freeway expansion is 'a road to nowhere'; within our city limitations for space, attention needs to be focused instead on improved transit, road maintenance, and street safety for all.

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## Georgia Langer

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**From:** Megan Newell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:41 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Megan Newell  
**Email:** megz.newell@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I OPPOSE this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** maria opie <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:56 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** maria opie  
**Email:** maria.ruth.opie@gmail.com  
**Neighborhood/City:** Elliot/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT and the Metro Council: please vote to reject this bloated highway expansion! Be on the forward thinking side of history and work to make our city livable, breathable and joyful. We don't need a wider highway through the heart of our city. We need more livable community spaces and upkeep of the ones that have made Portland a historically charming city.

Thank you, Maria Opie  
30 year resident of Elliot Neighborhood.

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## Georgia Langer

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**From:** Keon Parsa <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 4:48 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Keon Parsa  
**Email:** keon.parsa02@gmail.com  
**Neighborhood/City:** Beaverton

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The continual expansion of freeway infrastructure is bound to only create more pollution, congestion, injury, and death. We need to plan for the future, one where people can get around safely, cheaply, and conveniently through more sustainable modes of transportation. In a time where cities across the world are divesting away from auto infrastructure, it is unwise to invest an additional 2 billion dollars into highways.

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## Georgia Langer

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**From:** Daniel Pepper <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:54 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Daniel Pepper  
**Email:** danielcraigpepper1@gmail.com  
**Neighborhood/City:** King/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Coming from a place like Des Moines, Portland always seemed so progressive. We cannot afford to spend money this way when so many other urgent needs go unmet. There are countless examples of how the freeway expansion will fail, and even more examples of how refraining will lead to the kind of prosperity YOU WANT

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## Georgia Langer

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**From:** Mike Perham <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 11:44 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mike Perham  
**Email:** mike@perham.net  
**Neighborhood/City:** Lake Oswego

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Spending billions on expanding highways *\*never\** reduces traffic or VMT. This is embarrassing, we keep making this same mistake every decade!

The only way to reduce traffic is to stop subsidizing car travel and improve other transportation options: walking, biking, transit. We know what has worked in other cities around the world:

- tolls and congestion charges
- improved transit service
- improved bike/ped infrastructure
- increased housing density, leading to more walking and biking

Expanding a highway is the worst possible way to spend billions on transportation infrastructure. Please **REJECT** the MTIP amendment and kill this project permanently.

Mike

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## Georgia Langer

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**From:** Zeke Pratchett <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:18 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Zeke Pratchett  
**Email:** pratchett.zt@gmail.com  
**Neighborhood/City:** Lloyd District

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

My name is Zeke from Metro District 5 and I'm once again asking Metro to withhold MTIP funding and demand the consideration of a climate-smart alternative for the Rose Quarter Freeway Expansion. As the effects of climate change continue to become increasingly apparent, the last thing our state needs is another freeway expansion which will only add to the overall heating effects created by flat asphalt surfaces and hurt the most vulnerable of our communities. Likewise, the cost of widening the freeway could be better spent on improving local public transit infrastructure as case after case has shown widening roadways does nothing to alleviate traffic congestion while adding to air pollutants and noise and the destruction of local land and wildlife habitats. The best thing Metro can do is put funding into the community rather than into car companies and businesses that seek to profit off the illusion of highway expansion equating to community improvement projects.

Thank you,  
Zeke Pratchett

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## Georgia Langer

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**From:** Jessi Presley-Grusin <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 11:24 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jessi Presley-Grusin  
**Email:** jessipresleygrusin@gmail.com  
**Neighborhood/City:** Hosford-Abernethy

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We don't need freeway expansion, we need repairs to our existing infrastructure and greater investments in public transportation. There is still a severe lack of buses from the SE to the NE that don't detour you downtown, and the majority of the streets I have to use traveling by bike are riddled with potholes that ruin my tires and suspension.

This is not to mention that we are facing budget cuts to so many critical programs and spending money on freeway expansion would be a gross misuse of our taxes.

Make Portland the leader in fighting climate change that it claims to be and stop this freeway expansion nonsense NOW!

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## Georgia Langer

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**From:** Rick Ray <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 5:21 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Rick Ray  
**Email:** nomorefreewayspx@rickray.com  
**Neighborhood/City:** Troutdale

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

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## Georgia Langer

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**From:** Paul Rippey <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 1:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Paul Rippey  
**Email:** paulrippeypdx@gmail.com  
**Neighborhood/City:** St. Johns

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Running I5 through the center of Portland is a self-inflicted wound on the city. Much of the traffic on it is from cars running Salem to Seattle or other routes that have nothing to do with our city. The highway reduces quality of life through noise and pollution, and eats up some of the most valuable land in Portland. We have the alternative of renumbering 205 as "I5", calling I5 "805", or filling it in and replacing it by boulevards that would NOT have the same congestion as I5 now experiences.

ODOT spends a fortune on advertising and misleading analysis, glossy mailings, misnaming the doubling of a polluted highway as the "Rose Quarter Improvement Project", ignoring projections of induced demand, conducting sham "environmental impact" studies, and making disingenuous statements about consultation with the community. Every public hearing has been overwhelmingly anti-doubling. The promise of "caps" – well, a capped freeway is probably better than an uncapped freeway, but will cost another fortune, on top of the cost of doubling the width of the freeway. And, even with caps, car exhausts and micro particles have to go somewhere.

We do have the power to stop and think: Will Portland be better in any way with an I5 twice as wide, twice as polluting, twice as noisy, and according to ODOTs own projections, just as full of cars after a couple of years?

Please ignore the glossy presentations and cute animations for a moment, and block this assault on Portland. This doesn't belong in the city that works. It belongs in Houston, or New Jersey, or Delhi – not here.

Also, we all know, with 99% certainty, that the final cost, if this goes ahead, will be MUCH greater than ODOT's projections. This silly mega project will soak up resources and keep us from meeting other transportation needs. I call on JPACT and the Metro Council to please vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

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## Georgia Langer

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**From:** Paxton Rothwell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:38 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Paxton Rothwell  
**Email:** pmhrothwell@gmail.com  
**Neighborhood/City:** NE Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

ODOT has spent years sugar-coating this expensive and polluting pill. By the looks of the way they have been handling their budget (a \$1,000,000,000 oversight couples with constant cost overruns) we should not trust them with another dime of our taxpayer money until they are audited and re earn the public's trust. ODOT is hell-bent on bulldozing through Albina so that more single passenger vehicles can spew their toxic emissions and tire particulates through Portland. We cannot let this stand.

ODOT is being sued by multiple agencies for "cooking their books" and falsifying the justification for this project. There have been numerous protests since 2017 to call attention to how corrupt and unneeded this project is (Youth vs ODOT to name one). The citizens have asked time and again for Metro to STOP rubber stamping the disastrous Rose Quarter freeway expansion. And we have been failed time and again.

So this time I ask, yet again, stand up for the people. Don't just be a puppet who is getting pulled along by the strings of Capital to do its bidding. Don't be compliant while our world burns down and becomes unbelievably hot while our federal government takes a nose dive into authoritarianism. Now is not the time to be a compliant civil servant who bends to the will of the "experts." Now is not the time to think "it won't do anything if I push back, there is too much momentum to stop this."



No! Now is the time for action. Momentum for the Rose Quarter project has faltered as the public gets more and more angry about promises made and never kept. Momentum is faltering as the public hears about ODOT continually misrepresenting themselves and wasting taxpayer funds. Momentum is about ready to stop, but we need YOU to stop it. Don't give ODOT another dime for this waste of a project.

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## Georgia Langer

---

**From:** Dave Rowe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:54 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhilili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Dave Rowe  
**Email:** DLRowe1910@icloud.com  
**Neighborhood/City:** 311 N State St Lake Oswego

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter Freeway expansion. I live in Battle Ground Washington and commute to Lake Oswego to my work almost every day. I would prefer riding a regional passenger train on the under utilized tracks from SW Washington to Portland. Regional Passenger service would give citizens alternative to the traffic jam over the I-5 Columbia River and the Rose Quarter. Southern California is a good example that freeway expansion does not solve highway congestion.

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## Georgia Langer

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**From:** David Royer <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:46 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** David Royer  
**Email:** throwshiswords@gmail.com  
**Neighborhood/City:** Johns Landing / Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Seriously JPACT and Metro, it's long past time to stop throwing huge amounts of money to freeway expansions of any kind, and focus on the real on-the-ground work that our Metro area is so good at and that has the most benefit for the least cost — road maintenance, public transit improvement, multi-modal support (walking and biking), and street safety.

Please get back to basics and stop the hugely inefficient and counter-productive freeway widening money wasting projects. Reject the Rose Quarter Freeway Expansion MTIP amendments. Thanks!

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## Georgia Langer

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**From:** Robin Sack <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 9:51 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Robin Sack  
**Email:** robinasack@gmail.com  
**Neighborhood/City:** Portland, NE

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Nearly 2 billion dollars spent on the implementation of concrete will benefit NO ONE when it is proven that freeway expansions are a perpetually damaging cycle. The amount of traffic fatalities in the Portland Metropolitan Area is a much more pressing issue, and by investing in our city's maintenance, street safety, and transit systems, we can save so many lives. It is sickening to think that our government, our so-called representative officials, would rather invest in a fossil-fuel-centric infrastructure project that we simply do not have sufficient funding for, rather than supporting our already struggling transit systems. People over profit forever!

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## Georgia Langer

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**From:** PHIL SANO <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 3:23 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** PHIL SANO  
**Email:** revphil@gmail.com  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

ODOT has a deplorable track record of deceiving the public. I want our existing roads and bridges to be maintained not expanded. Yet after decades of wasting our resources they continue to try and shove this freeway expansion down our throat.

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## Georgia Langer

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**From:** Andrea Santa Maria <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 1:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andrea Santa Maria  
**Email:** aspyre@gmail.com  
**Neighborhood/City:** Alberta

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding freeways never reduces traffic. Look at LA. You need other transportation infrastructure.

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## Georgia Langer

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**From:** Leeor Schweitzer <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:11 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Leeor Schweitzer  
**Email:** Leeor.Schweitzer@gmail.com  
**Neighborhood/City:** Concordia/ Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle. The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.

I commute over this section of I-5 every single day, and every design that I have seen for the project will make that commute worse. And with massive and ever growing budget shortfalls, I am sure we won't get the best designs we've seen.

Building caps and investing in restoration to Albina is a worthy goal that will benefit everyone and make a huge important to addressing historical injustices. Use the existing money for that purpose. Any money spent on any form of widening I-5 will cause a net harm to my community at a steep price.

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*receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

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**From:** Mark Sexton <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:42 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mark Sexton  
**Email:** markmsexton@gmail.com  
**Neighborhood/City:** Pearl/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Now is not the time for the Rose Quarter expansion: we can't be devoting our limited funds to a highway boondoggle when we need investment in road maintenance, street safety and transit improvements. Now is the time for creative thinking: if we want to achieve at least some of the goals of the restoring the Albina neighborhood, just eliminate that section of I5 entirely.

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## Georgia Langer

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**From:** Adrienne Stacey <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:37 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Adrienne Stacey  
**Email:** adriennestacey@mac.com  
**Neighborhood/City:** Richmond/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

No more freeways, even the name is a lie. When we learn to dovetail our transportation needs into the reality of a community, of a neighborhood of people, taking care of each other not having to worry about getting run over by inappropriate vehicles on neighborhood streets. We need help there.

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## Georgia Langer

---

**From:** John Staelens <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** John Staelens  
**Email:** jstaelens@outlook.com  
**Neighborhood/City:** Outter Kerns/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Wider roads are not needed. There are other transportation options included in this project and making a part of the city less livable would be moving in the wrong direction.

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## Georgia Langer

---

**From:** Bill Stites <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 1:42 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bill Stites  
**Email:** bill@stitesdesign.com  
**Neighborhood/City:** Sunnyside, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please REJECT the MTIP Amendment proposed to spend 1.9 billion as a first step toward increasing freeway capacity through the Rose Quarter. This money would be better spent on maintenance, overall transportation safety, as well as transit improvements.

We need to move our transportation system away so many individual vehicles – especially fossil fuel powered – and toward systemic improvements for mass transit.

With so much uncertainty regarding future funding, this would be an irresponsible allocation – with high potential to create a boondoggle.

What will do the most good for the most citizens? Certainly not this amendment.

Thank you.

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## Georgia Langer

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**From:** Susan Rosenthal <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 1:37 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Susan Rosenthal  
**Email:** susanfroenthal@gmail.com  
**Neighborhood/City:** Washington County

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This highway plan will cause an increase in traffic. The increased traffic will have an adverse impact on local neighborhoods.

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## Georgia Langer

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**From:** suzanne <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:46 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** suzanne  
**Email:** 67steffen@gmail.com  
**Neighborhood/City:** Mosier

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Reject the Rose Quarter Freeway Expansion  
MTIP Amendment. Please don't rubber stamp this boondoggle.  
Thank you.

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## Georgia Langer

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**From:** Emma Swartz <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:25 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Emma Swartz  
**Email:** emmakswartz@gmail.com  
**Neighborhood/City:** Woodlawn, NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding infrastructure for individual cars encourages people to drive cars MORE, which makes our city more dangerous, polluted, and unpleasant to live in, besides the fact that it keeps us on the same track we are already on towards an unlivable climate.

I'd much rather see the city use this money to maintain existing infrastructure and increase and improve transit options, keep public transit fares low, and improve & maintain bicycle and pedestrian infrastructure.

As a 30 year old woman, I hope to be living in this city for a long time and I want us to be making decisions that will keep our city friendly, safe, healthy, and accessible for generations to come.

Sincerely,  
Emma Swartz

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*receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

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**From:** Johnathan talik <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 8:02 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Johnathan talik  
**Email:** johnathan.talik@gmail.com  
**Neighborhood/City:** 2083 sw camelot court

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We cannot afford this, especially considering the recent accounting issues with a loss of \$1 billion and trump rescinding the \$500 million.

Additionally, this is not something that should have been prioritized anyway. I use the freeway area frequently and understand the pains of traffic here. However, we need to be investing in other ways, we know that a freeway expansion would not alleviate the traffic here, it would still be a bottleneck.

I want a city that prioritizes climate action, connection, street safety, and taking care of what we already have. I can deal with a little traffic, the other things are not negotiable.

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## Georgia Langer

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**From:** Ian Taylor <info@nomorefreewayspd.com>  
**Sent:** Monday, March 10, 2025 8:23 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ian Taylor  
**Email:** ianataylor64@gmail.com  
**Neighborhood/City:** N.E. Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello,

I am writing to express my opinion that JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

I am dismayed to see Portland moving in such a short-sighted direction. It has been shown over and over again that “more lanes” is not a long term solution to traffic. Please think of the future of those who live nearby this project, who live anywhere in Portland, and who live anywhere in the world. This is an opportunity to stop accepting the status-quo, and to make Portland an example of how a modern North American city could grow, while taking things like the current climate disaster, and the well being of its citizens into account.

Thank you,  
Ian

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## Georgia Langer

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**From:** Daniel Tomicek <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 5:40 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Daniel Tomicek  
**Email:** danieltomicek@gmail.com  
**Neighborhood/City:** Boise Neighborhood — Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Speaking as someone from the younger generation, using the little amount of funds our state and city gets in transportation projects, to spend it on the expansion of a highway corridor, while the climate crisis is accelerating (not just getting worse, but worse faster than we thought) seems like the worst thing we could do right now.

I plead with JPACT and the Metro Council to think beyond the needs of the current world and look forward into the future. Please invest in ways to reduce car use, and not to increase it. How can our city aim to be climate resilient while highway expansions in the year 2025 fully knowing the about the consequences of the climate crisis? We as a society have know for years now that increasing throughput of a road induces more drivers to use them. Highways in the middle of a city, are a relic of the past, let's treat them like so.

Invest in ways where we can have better transportation options between neighborhoods (not just to downtown), fully protected bike greenways limiting the amount of cars that can use the streets making them more like bike highways. Let's increase the MAX headways so people feel like they don't need to think about the schedule, and improve the locations it goes to.

“A society grows great when old men plant trees whose shade they know they shall never sit in.”



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## Georgia Langer

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**From:** Aaron Townsend <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 12:00 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Aaron Townsend  
**Email:** atownsend3716@gmail.com  
**Neighborhood/City:** Sullivan's Gulch, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The expansion to the freeway would only induce more demand to use it, killing traffic alleviation in the long run. The funds used for the expansion would be better put towards other things, like bicycle infrastructure improvements or seismic upgrades for critical infrastructure. This is because people would feel a notable positive difference in their-day-to-day lives or be massively safer due to other projects. Whereas, the only people with that benefit from a widening of the freeway are people who speed on it. ODOT failed to get this project funded with a planned tolling scheme, which, as a driver, sounds like it would have been great. Why should citizens be in favor of using funds from other sources that could positively impact people's lives in more substantive ways?

There's also the matter of the cap over the freeway. This cap sounds like a wonderful project that would help connect the local community and build local wealth. However, it does not need to be attached to the freeway project. Not in the slightest.

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## Georgia Langer

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**From:** Tegan Valo <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:54 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Tegan Valo  
**Email:** teganvalo@gmail.com  
**Neighborhood/City:** Brooklyn neighborhood

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This is a massive waste of money in the middle of historic budget shortfalls for our region. Adding capacity has never fixed traffic, and we know for a fact that simply adding tolls would achieve the desired reductions in traffic while generating revenue that can be used to build out our transit system rather than bankrupting a generation.

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## Georgia Langer

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**From:** Satya Vayu <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 8:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Satya Vayu  
**Email:** satyavayu@gmail.com  
**Neighborhood/City:** 608 SE 45th Ave

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I Urge JPACT and the Metro Council to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Advancing this project gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The Rose Quarter, a project that has already witnessed enormous cost-overruns, will only get more expensive. We have so many other urgent priorities to fix for our transportation system – the Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle. This project is in bad shape – the federal government is currently withholding the \$450 million granted to this project in 2024, leaving ODOT with an even larger \$1.4 billion (and growing) budget hole. The project also faces legal scrutiny, with pending litigation and state and federal levels of government. The desirable parts of the Rose Quarter Freeway Expansion – the investments in highway caps supported by Albina Vision Trust, as well as the Clackamas Avenue bike/ped bridge over I-5 – are largely relegated to “Phase 2” of this project, which seem very unlikely to ever secure funding, and would be significantly cheaper to build without doubling the width of the I-5 freeway through the neighborhood and increasing the amount of traffic and air pollution in the North Portland neighborhood. We should all be horrified by climate catastrophes like the fires in Los Angeles, and not let Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. Freeway expansion is an unacceptable policy failure in 2025.



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## Georgia Langer

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**From:** Jeremiah Via <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 12:59 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jeremiah Via  
**Email:** jeremiah@gamayun.io  
**Neighborhood/City:** Northwest District

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Victoria Via <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:48 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Victoria Via  
**Email:** victorialeevia@gmail.com  
**Neighborhood/City:** NW Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Members of the Joint Policy Advisory Committee on Transportation and Metro Council:

I urge you to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

It would be a disservice to our community to commit local funds to this project, considering ODOT's budget deficit and the nebulous status of federal funding. These dollars could go so much further to improve the lives of more people by investing in other transportation improvements across the metro region.

At a personal level, I cross I-405 via Flanders Crossing frequently, and the awful impacts of the freeway are clear: the abundant air and noise pollution, the expansive physical crevasse that divides Northwest District from the Pearl, the soot and grime that covers local buildings and infrastructure. It is hard to see these impacts, while understanding that our local leaders are considering support of expanding our freeways elsewhere in the city.

I urge you to reject the MTIP amendment bundle.

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## Georgia Langer

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**From:** Matt Villers <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 11:02 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Matt Villers  
**Email:** matthew.villers@yahoo.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. We should not be spending billions we do not have, for a wasteful freeway expansion we do not need, when there are numerous more pressing issues facing our city and our state.

Build the cap (the part the federal grant was supposed to pay for and that actually benefits people who live in the neighborhood), and spend the rest solving real problems instead of creating new ones with pointless freeway lanes.

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## Georgia Langer

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**From:** Claire Vlach <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:12 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Claire Vlach  
**Email:** clvlach@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Policy Makers,

I ask you to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Given the current transportation budget crises at both the local and state levels, now is not the time to be investing hundreds of millions of dollars in a project that does not support our transportation goals such as reducing emissions and air pollution. Instead, we should be supporting transportation options such as transit, biking, and walking.

I regularly visit my father, who lives a 15 minute drive away. I would love to be able to take transit there instead of driving, but that trip on transit currently takes 50 minutes, with buses only available every half hour. That length of trip and low frequency, combined with a walk in the dark along streets without sidewalks, makes transit a poor solution, even more so given that I have two school-aged children. Chicago just released a plan to provide service every 10 minutes on their frequent service network. This is the type of plan that we should be funding instead of freeway expansion: a transportation improvement that serves both our climate goals and provides real transportation options to people who can't afford to own a car, or can't drive due to factors such as disability or age.

In addition, I ask you to direct ODOT to conduct an EIS to study alternatives to widening I-5, since building freeway caps to reconnect Albina would be much cheaper without the freeway widening portion of the project. I also ask that Metro and the City of Portland stop lobbying the legislature in support of the I-5 project. We need the state transportation package to fund maintenance of existing roadways, safety improvements for people walking and biking, and abundant transit across the state– not build new roadways that will only cost us even more to maintain down the line.

Sincerely,

Claire Vlach

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## Georgia Langer

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**From:** Wendy Wagner <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:07 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Wendy Wagner  
**Email:** wendy.n.wagner@gmail.com  
**Neighborhood/City:** Milwaukie

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The price tag for the Rose Quarter Freeway Expansion is nearly \$2 billion, with no guaranteed funding coming from the federal government. We are already facing state and city budget shortfalls; to take on billions of debt for this project is practically criminal.

ODOT wants to begin work without securing funding for any of the good parts of the Rose Quarter plan — like covering the freeway, creating new bike/pedestrian crossings, and making improvements to nearby streets. Without making those improvements, this project will just make the freeway bigger, uglier, and even more dangerous to the people who live around it.

Please reject the Rose Quarter Expansion. It is too much money for not enough benefit.

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## Georgia Langer

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**From:** Kate Walker <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 7:12 AM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhilili@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kate Walker  
**Email:** Kate@rylath.net  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

My name is Kate Walker, I live in Portland, and I'm asking that JPACT and the Metro Council vote to reject the MTIP amendment. Urban highways are a taxpayer boondoggle and a blight on our cities, and I'm incensed that we would even consider this project. Urban highways drive pollution into the middle of the city, ruining the air that our kids breathe. We've already got a road maintenance backlog that we cannot afford, so why would we add even more infrastructure that we have to then maintain? We're scraping the bottom of the barrel to find money to pay for the CAPEX even while our existing roads crumble for lack of OPEX. Traffic engineers are happy to quote from 1960s design manuals that have big promises about fixing traffic and bringing prosperity to our city, but those design guidelines don't work in the real world. Highways only create more traffic and they destroy the very environment we live in. Please help us stop this awful ecological disaster before it's too late.

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## Georgia Langer

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**From:** Richard Weinhold <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 2:17 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Richard Weinhold  
**Email:** gr8trips@yahoo.com  
**Neighborhood/City:** Florence

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I'm a former I-5 commuter who appreciates the importance of getting in and out of Portland for work. My route was from the south (from Salem), so I wasn't affected by the I-5/405/84 tangle and access mess, but am committed to sensible solutions for everyone- the affected residential communities, the downtown business district, and general movement of people and goods in the Portland Area. I would love to see improvements in the Rose Quarter area.

However, the current price tag is beyond comprehension and the entire plan is further jeopardized by the funding seizures imposed by the Trump administration. Now is NOT the time to undertake a megaproject that is likely to be left in limbo. It's time (and an opportunity) to do a drastic rethink of this project, despite the years and funds that have already been expended. #1 priorities should be neighborhoods (livability and connection), creating efficient, safe, healthful passage through Portland, and keeping the lid on costs to construct and maintain it all.

First, introduce (and enforce) spreading and accommodation of demand by tolling that is related to time of day/day of week, also favoring electric vehicles, including trucks, This is a low-cost undertaking. Combined with tolling, this can drastically affect air quality, movement of commuter traffic, and id not expensive or time consuming to implement.



Next, develop and build a rapid transit option to include Clark County. This is (admittedly) expensive and time and money consuming. Meanwhile, lidding the existing highway with developable residential, commercial, and recreational space adds monetary value and livability to the urban environment.

Don't approve the current plan. it is flawed in priorities and also flawed in creating desirable consequences for the entire region.

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## Georgia Langer

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**From:** Kyle Wells <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 6:58 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kyle Wells  
**Email:** kylewells9@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Why on earth are we continuing to throw money away on these freeway expansions? ODOT does not actually have money to fund this project, and even if it were the case that I agreed with the basic premise of this project, I would not want it to move forward without clear funding for the entirety of the project. As it is, ODOT (who recently had a 1 BILLION dollar accounting error) will surely be plundering money that can be used for actual productive uses to plug the holes in the budget for this project.

But also:

The basic premise of this project is bad! As we have recently seen in New York, if we actually want to have an impact on congestion in the rose quarter, we can use congestion pricing and instead of costing a billion dollars it would be revenue generating. ODOT hired consultants that found congestion pricing would work! So why are we still pursuing this dead end project? Every dollar that we spend on this is money that we can spend on transit, maintenance, safety improvements, and actually meaningful projects instead of making the city of Portland worse so that people can drive through it 30 seconds faster per average trip.

It is incredibly frustrating to see all levels of government rubber stamp ODOT's project when they are cartoonishly inept (again, 1 BILLION dollar accounting error).

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## Georgia Langer

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**From:** alice west <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 9:05 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** alice west  
**Email:** agentsassysquirrel@hotmail.com  
**Neighborhood/City:** Mt Tabor Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our air is already overloaded with pollution. We need to move people through public transit and reduce greenhouse gases. Wildfires and climate catastrophes are only worsening. The poisons in the air are shortening peoples lives and quality of life particularly marginalized people and children. It is short sighted to widen the freeway instead of a better future for Portland and then larger world we live in. Thank you.

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## Georgia Langer

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**From:** Yehudah Winter <info@nomorefreewayspx.com>  
**Sent:** Monday, March 10, 2025 3:17 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Yehudah Winter  
**Email:** alanyehudah@gmail.com  
**Neighborhood/City:** 5707 NE 15th Ave. 97211

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the MTIP Amendment! We need to spend our funds on repairing and/or upgrading out present roads and not afford to move in this direction both financially and socially. It is totally the wrong direction. There environmentally sound ways in which we can create a better transportation system around the Rose Quarter and out into the surrounding arterials.

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## Georgia Langer

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**From:** Jon Yeager <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 11, 2025 1:09 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jon Yeager  
**Email:** yeagz23@gmail.com  
**Neighborhood/City:** Lair Hill, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Numerous traffic studies have shown that only solution to car congestion is viable alternatives to driving. If ODOT continues with the Rose Quarter Project, this will only temporarily relieve congestion and we will be discussing freeway widening again in 20 years. For these reasons, I believe that the proposed budget of 2 billion, could be much better spent on projects that improve traffic safety, transit, and bike and pedestrian infrastructure.

Trimet's Southwest Corridor project, which would expand MAX service to Tigard, has an estimated cost that is approximately equal to the cost of the Rose Quarter Project. Expansion of MAX service along the service area of i5, and expanding access to thousands of people would do more to reduce congestion than widening a less than 1 mile section of freeway.

Additionally, for the same cost, access to high quality bike infrastructure could be massively expanded with an investment of this magnitude. this is enough money to put protected or grade separated cycle tracks on every major street in the city, or build several cross-regional bike highways that criss cross the Portland Metro.

This project would also increase harmful CO2 emissions to anyone who lives close to i5 on top of going against our regions climate goals. many people in the region including myself live in the shadow of the titanic i5 and i fear the long term health effects for myself and the thousands that live close to it.

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## Georgia Langer

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**From:** Brandon Zeedyk <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 9, 2025 7:26 PM  
**To:** Legislative Coordinator; district2@multco.us; district4@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; councilor.morillo@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; vannattaj@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Brandon Zeedyk  
**Email:** brandonzeedyk@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Oregon already cannot afford road maintenance on current car infrastructure. We need to focus on this, as well as reducing climate impact as much as possible in the coming years. Pivoting towards investment in rail and public transit instead of expanding car-centric infrastructure is the best way to accomplish this.

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## Georgia Langer

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**From:** Jenny F Ampersand <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:27 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jenny F Ampersand  
**Email:** jenny.and.fern@gmail.com  
**Neighborhood/City:** 9165 SE Ash St

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to wider freeways, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis. We need to prioritize community-level investments in our transportation system instead of writing ODOT another blank check we can't afford. JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

I live by I 205 and have experienced first hand the air pollution that comes directly from freeway expansion. Please vote no!

--

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## Georgia Langer

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**From:** Darien Antlitz <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:21 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Darien Antlitz  
**Email:** djantlitz0203@gmail.com  
**Neighborhood/City:** Hosford-Abernethy

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It simply doesn't make sense to be putting our money toward a freeway expansion when we can't maintain the roads we already have

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## Georgia Langer

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**From:** Robert Ardissono <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:13 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Robert Ardissono  
**Email:** ardisrj@gmail.com  
**Neighborhood/City:** Hosford Abernathy, Portland, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello, please reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements.

All jurisdictions involved are facing budget crises and we need to focus on the projects that will bring the most benefit to the most people. Transit and alternative transportation will decrease street maintenance needs and help to address climate change. We cannot afford to spend this much money on a freeway expansion project that will, as usual, due to induced demand, not achieve its goal of decreased traffic.

If this project kicks off, the feds will not complete the funding and the city will be stuck searching for an additional \$400 million that we do not have plus additional overruns.

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## Georgia Langer

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**From:** Stephen Bachhuber <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:43 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stephen Bachhuber  
**Email:** redux.silvers.0p@icloud.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We simply can't afford this freeway expansion. Federal money has evaporated. That means any money spent on freeway expansion is money unavailable for basic needs like keeping our streets in repair and reducing the vehicular trauma inflicted on pedestrians. I'm sure freeway supporters will argue that the cost of freeway expansion is worth saving 5 – 10 minutes passing through the Rose Quarter at rush hour. I think our money should go towards keeping our basic system functioning safely. Reject this expansion.

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## Georgia Langer

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**From:** Duncan Baruch <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:19 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Duncan Baruch  
**Email:** c25cle@gmail.com  
**Neighborhood/City:** 8833 SW 30th Ave #308

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We now approach the end of expansion of the industrial era. With climate catastrophe upon us, this is not the time for freeway expansion!

Reject the Rose Quarter Freeway Expansion MTIP amendments. Redirect regional investments toward maintaining roads, safe streets, and expanding and improving transit.

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## Georgia Langer

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**From:** Joan Bates <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:03 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Joan Bates  
**Email:** joanjupiter@gmail.com  
**Neighborhood/City:** Slabtown NW Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I very much oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

Thank you  
Joan

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## Georgia Langer

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**From:** Eudaemone Battilega <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:29 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Eudaemone Battilega  
**Email:** eudaemone@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Portland cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

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## Georgia Langer

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**From:** Francesca Berrini <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 10:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Francesca Berrini  
**Email:** francesca232@gmail.com  
**Neighborhood/City:** St Johns

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

If there was better public transit from St. John's I wouldn't be sitting in traffic right there at the pinch. We need better alternatives to driving in portland, not more driving.  
I disapprove of spending our public resources on highway expansion.

--

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## Georgia Langer

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**From:** Bradley Bondy <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:19 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bradley Bondy  
**Email:** bradleybondy@gmail.com  
**Neighborhood/City:** Foster-Powell/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It's unbelievably reckless to be plowing billions into a short freeway widening while we are neglecting maintenance and safety needs across the entire region. Not to mention that federal funding is probably not gonna be attainable for the next few years.

Reject this, direct ODOT to build the caps with the money already allocated to them for that purpose, and reject further funding for the expansion.

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## Georgia Langer

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**From:** Hannah Bourcier <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:15 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Hannah Bourcier  
**Email:** pertroltcat@yahoo.com  
**Neighborhood/City:** Piedmont

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need mass transit, not more freeways! More busses, more MAX trains, more bike lanes! No more lanes; it will destroy neighborhoods.

--

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## Georgia Langer

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**From:** Lisa Brenner <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:33 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lisa Brenner  
**Email:** llbrenner@icloud.com  
**Neighborhood/City:** Laurelhurst

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

During a fiscal crisis, such as the one we are in, basic services must be maintained before even considering frills and expansions. Until potholes and cracked streets throughout Portland are made whole, all else should be paused.. Decrepit streets reflect a dying community and create serious safety situations, We have to navigate around potholes daily, keeping us from watching for other vehicles and pedestrians.

The proven uselessness of the proposed expansion speaks of corruption.

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## Georgia Langer

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**From:** Kimberly Brown <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 10:18 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kimberly Brown  
**Email:** kimberlyalexisbrown@gmail.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am asking the JPACT and Metro Council to vote No on the Rose Quarter Freeway Expansion amendments. We keep being told this story that widening highways will reduce congestion, which it might for a short period of time, but then any new lanes will quickly fill up and we will experience the same problem but having spent billions of dollars. It would be a better investment to use these dollars to expand public transit and improve existing infrastructure.

More important, we know the health impacts of living within close proximity to roads including increased asthma, heart problems, and premature death. Children, older adults, people with preexisting cardiopulmonary disease, and people of low socioeconomic status are among those at higher risk for health impacts from air pollution near roadways. Widening existing highways will only create increased exposure, worsening an already existing health crisis.

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## Georgia Langer

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**From:** Sandra Brown <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 2:19 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sandra Brown  
**Email:** brown14232@comcast.net  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Stating the obvious – we simply cannot afford the now \$1.9 BILLION Rose Quarter Freeway Expansion. This is THE opportunity to finally have a candid conversation, not only about the very real difficulties facing the proposed RQFP but also how our region would be better suited by prioritizing investments in basic local and county road maintenance, safer streets, and transit investments instead of freeway doubling. Factoring in the very high likelihood that the federal government will decommit on the remaining ~\$400M not yet granted from the Reconnecting Communities program secured last summer makes moving forward with RQFP financially irresponsible. Adding to the risk of a ~\$400M federal funding deficit, ODOT's long history of financial overruns and their recent material budgeting error make this project financially not viable. It should be mandated that ODOT conduct an Environmental Impact Statement that studies alternatives to freeway expansion. It is past time to fund other critical transportation priorities, safer streets, fixed potholes, and improved transit options. Overlay the increasingly dire climate crisis metrics, the time is NOW to quit rubber stamping freeway expansion, and start building a more sustainable, livable future with community-level investments in our transportation system. JPACT and the Metro Council must vote to REJECT the MTIP amendment.

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## Georgia Langer

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**From:** Ron Buel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:49 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ron Buel  
**Email:** ronbuel77@gmail.com  
**Neighborhood/City:** Irvington, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expansion of I-5 at the Rose Quarter will increase vehicle miles traveled, congestion, air pollution in our City, and carbon dioxide that feeds climate change. Say no to the Rose Quarter project altogether. Vote against the MTIP amendment. Say yes to lids for the Albina Vision Trust. But no to more lanes.

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## Georgia Langer

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**From:** Nick Burns <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nick Burns  
**Email:** nick@burns.io  
**Neighborhood/City:** Roseway/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway expansion doesn't help our city, all this money would be better spent on projects that increase livability and make us more climate resilient.

Portlands roads are crumbling and we can't afford to fix them, we shouldn't be building more highway capacity that we can't even afford.

In the very near future this project will be viewed as a mistake and a continuation of backwards policies, please help our city and area be a leader and don't approve the MTIP amendments.

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## Georgia Langer

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**From:** Stephanie Byrd <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stephanie Byrd  
**Email:** barksteph@gmail.com  
**Neighborhood/City:** Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please, for the sake of your constituents and future generations, reject the MTIP amendment to advance the freeway expansion project in the Rose Quarter. Fixing the freeway is one thing, but this is an unaffordable and undesirable expansion project with no plan to pay for it, other than putting taxpayers on the hook for generations to come. We do not have enough money to maintain the roadways we have. We do not want wider highways. We do not need more lanes. Please listen to us. We need you to be a government that makes smart decisions for the future so that we can take care of the infrastructure we have already built, that doesn't jeopardize tax dollars that can be used to make our city wealthy and prosperous, and that is strong enough to say no to an absurd, senseless money grab from ODOT.

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## Georgia Langer

---

**From:** Violet caron <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 2:03 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Violet caron  
**Email:** violetfcaron@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It's a complete waste of money and ODOT should invest in safer and sustainable transportation to make portland healthier. More lanes never help traffic about a million studies have shown that. We can reconnect the albina neighborhood without adding another lane.

--

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## Georgia Langer

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**From:** Olivia Caron <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:53 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Olivia Caron  
**Email:** mjolvs@gmail.com  
**Neighborhood/City:** Beaumont-Wilshire in Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This proposal is a complete waste of money. The solution for too many cars isn't more lanes, it's less cars. Spend this money to incentivize people to use alternative forms of transportation! This would help portlanders health and save them time and money. More lane expansion will just lead to more need for lane expansion, studies have proved that time and time again. Don't disrespect Portland by spending money on this useless "solution."

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## Georgia Langer

---

**From:** Trish Claffey <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:39 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Trish Claffey  
**Email:** hesptrc@msn.com  
**Neighborhood/City:** 2527 NE Clackamas St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements. We should be working on reducing the use of fossil fuel; less cars, free public transit.

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## Georgia Langer

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**From:** eric conner <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 5:46 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** eric conner  
**Email:** theluvq@gmail.com  
**Neighborhood/City:** fopo Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

big no on the Rose Quarter expansion, the i5 expansion, and the bridge expansion

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## Georgia Langer

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**From:** Sarah Deumling <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:28 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sarah Deumling  
**Email:** sdeumling@gmail.com  
**Neighborhood/City:** 4550 N Oak Grove Rd

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

4550 N Oak Grove Rd

CLIMATE CHANGE is by far the greatest threat to livability in Oregon (and the planet). If we continue on the present course of destruction of our planet none of the other issues we worry about (and are important) will matter. There are not enough financial resources in the world, the country or Oregon for everything. Climate change driven disasters are well on the way to bankrupting us as they let people die while destroying both our built and our natural infrastructure. WE MUST STOP DRIVING! We can do it if we really care about the lives of future generations. A future without driving is certainly better than no future.

I beg you to stop spending money on more pavement to encourage more driving – in the name of my grandchildren and yours.

Sincerely,  
Sarah Deumling

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*More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*



March 19th, 2025

To: Metro Council and the Joint Policy Advisory Committee on Transportation  
Cc: Portland City Council

Re: The long-delayed, overpriced I-5 Rose Quarter boondoggle

The Eliot Neighborhood Association has reviewed the latest version of the Rose Quarter Expansion Project, and it is even worse than we could have imagined. The project will worsen pollution in our neighborhood and create an unfunded liability for the state during a moment of profound budgetary uncertainty. The state could get actual returns on safety, climate, and livability goals if this money was put toward other causes, such as life-saving safety improvements and basic maintenance in ODOT Region 1. Therefore, we urge you to reject the proposed amendment to the Metropolitan Transportation Improvement Program (MTIP).

The Phasing of this plan of this project is especially terrible. Deferring most of the community benefits from the project to future, unfunded phases. A majority of the freeway caps and associated redevelopment planned in conjunction with Albina Vision Trust is not in Phase 1. This omission is especially ridiculous given the good-faith planning efforts that Albina Vision Trust has made and the uncertainty regarding future funding for the remainder of the project.

The project claims two primary benefits. The first is to reduce accidents and the second is to ease congestion on the corridor. We rebut the claimed benefits below.

Accident data for the project area itself does not support the case for significant accident occurrence or potential reduction. The project's claim relies on accident data from outside the project area more related to the Water Avenue and I-84 off ramps north and east from I-5 and from the I-5/I 405 split southbound on I-5. This project will not significantly affect those rates. However, it may worsen them as well as congestion at those pinch points as the next comment suggests.

Congestion has many causes, including closely spaced on- and off-ramps. This segment of I-5 spaced suffers from that issue, but the project does not address it. However, one of the benefits of current congestion is that traffic is forced to proceed with caution, and the slowed speeds prevent severe accidents. More severe accidents can be expected after the proposed improvements resulting in longer traffic delays, which obviously will defeat the claimed benefits of the project.

Sustained congestion and traffic speed improvements have not been documented in any similar freeway expansion projects in the world because of the well-known phenomenon of induced demand, where new traffic is diverted to an expanded path in the assumption it will be faster. Additionally, it attracts traffic from other times of day under the same assumption, which returns congestion to previous levels within months, sometimes making traffic even slower than it was before. A recent research report from the National Center for Sustainable Transportation states that "*if reducing [vehicle-miles traveled] and congestion is a priority for the public and decision-makers, roadway expansion is a poor investment of public funds.*"<sup>1</sup> We ask: Do you want to be responsible for contributing to a historically poor investment of public funds?

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<sup>1</sup> Rodier, C., Gibb, J., & Zhang, Y. (2025). Sensitivity Testing of Induced Highway Travel in the Sacramento Regional Travel Demand Model. UC Davis: National Center for Sustainable Transportation. <http://dx.doi.org/10.7922/G2P84983> Retrieved from <https://escholarship.org/uc/item/0jc0v1gn>



There are more reasons to oppose this project--ones based on so-called economic benefits. The first of these are the alleged employment and job creation impacts, especially for marginalized firms. This project will be one of the largest projects in ODOT's history. ODOT already has a troubled record on much smaller projects, which means missed cost and schedule estimates will be magnified, which will create budget problems for other ODOT priorities as well as for the Governor and Legislative who will have to make up financial shortfalls from general funds and other sources that do not exist.

Because of the scale of this project and the lack of similar recent projects in the State, the state lacks internal resources that are up to the task. In other words, the project will necessarily be let to a prime contractor from out of state, probably one with international experience. Consequently, the most lucrative jobs (project management, technical support, heavy equipment supply, etc.) will go to out-of-state subcontractors and employees. Oregon will be left with the bottom tier of contracting and labor opportunities. While it will "create jobs" it won't create Oregon jobs.

On a very local scale, moving forward with the project will accelerate the need for Portland Public Schools to relocate the Tubman school away from the increased air pollution. That will be a costly undertaking for which the district has no resources. Worse, it will distract the district from its primary mission which is to address the district's poor scholastic outcomes. Again, a project that benefits a select group of mostly out-of-state firms and commuters at the expense of the citizens of Portland is unwise.

In summary, the region's representatives should delay or cancel this project to put area citizens and children first rather than catering to out-of-area trucking firms and commuters. The justification for the project is at odds with the sources of congestion and the project budget will bankrupt ODOT and the State's transportation system for decades to come. Construction of the project will ship Oregon's investment in the project to out-of-state contractors who are the only firms able to execute. Every time that we do not kill this project leads to more of Oregonians' and Portlanders' money being spent to studying this debacle. This should be an easy choice, made even easier by the fact there are no identified funding resources to complete the project and uncertain (at best) hope of federal support.

Therefore, we urge you to vote against the MTIP amendment. We must starve this project of any additional funding to get down to a bare-bones maintenance project. If you must advance this amendment, please add language preventing ODOT from taking money from any other funding sources after the Federal and/or State funding does not come through in full.

We see this project as a major detriment to the neighborhood and Portland as currently imagined. Keeping this project on an imaginary course towards construction will dampen development in the area. We see no real benefit to spending this much money making the area easier to traverse by car at the expense of local air quality, road noise, and major disruption during construction.

**Again, please vote no on the MTIP amendment.**

Sincerely,

Allan Rudwick  
Land Use and Transportation Chair, Eliot Neighborhood Association  
228 NE Morris St, Portland, OR 97212

## Georgia Langer

---

**From:** Chris Eykamp <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 8:55 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Chris Eykamp  
**Email:** chris@eykamp.com  
**Neighborhood/City:** SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello,

Please do not approve the Rose Quarter Amendments. Simply put, we can't afford it. Most jurisdictions in the Portland area are facing immense budget pressures, and it seems highly unlikely that the current federal government will provide the funding we're counting on for this project, especially with the Albina Vision component.

The region has many other worthy projects that need funding, and we should prioritize those.

Please vote no on this amendment.

Thank you,

Chris Eykamp  
SE Portland

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## Georgia Langer

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**From:** Jeffrey Feller <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 5:48 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jeffrey Feller  
**Email:** dpjeff.feller@gmail.com  
**Neighborhood/City:** 4727 SE Harrison St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Because it IS NOT A GOOD PLAN!!!! How many different people have to tell you this. I've watched this happen in every city I've lived in! Go to LA and look at the 405....it's a 10 lane parking lot! If you build more lanes more people will drive on them. PLEASE WE SIMPLY CANNOT BURDEN OURSELVES AND OUR CHILDREN with this absurd idea that billions in wider highways will alleviate congestion. NO NO NO

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## Georgia Langer

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**From:** Stephanie Fong <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stephanie Fong  
**Email:** stephanie.k.fong@gmail.com  
**Neighborhood/City:** Portsmouth, North Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter Freeway Expansion MTIP amendment.

Widening a freeway in 2025 is unconscionable. As a pregnant woman and parent of two young children, I think about my neighborhood's air quality and how pollution is affecting my family every day. Expanding the freeway will undeniably INCREASE harm from toxic emissions alone to thousands of Portland residents, especially kids.

I am also concerned about the very high price tag of the project and what cuts to already underfunded services will be required to complete construction. Does anyone have an answer?

No one disagrees that I5 congestion needs to be addressed. The most cost effective way to do that is to start tolling to reduce the number of vehicles on the road. Freeway expansion has never solved congestion anywhere and it won't here, either.

I do hope to see I5 capped to help heal the deep wounds created by the original freeway construction. As a community member I don't see why capping I5 would require additional lanes, and if anything it seems

like separating the project out would make it less technically complex, less expensive, and earn much more community support.

I hope we can learn our lesson and not make another freeway construction mistake that haunts our city for generations. I ask you to put the health of our children and our children's children at the center of your decision making as they will be the ones who have to live with the future we build today. Thank you.

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## Georgia Langer

---

**From:** Teresa J Frakes <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:49 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Teresa J Frakes  
**Email:** tefrakes@gmail.com  
**Neighborhood/City:** Maywood Park

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Finding and spending 1.9 billion dollars on a freeway is shooting ourselves in the foot. It is the action of foolish minds.

--

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## Georgia Langer

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**From:** Lyle Funderburk <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lyle Funderburk  
**Email:** lyle.funderburk@gmail.com  
**Neighborhood/City:** Lents

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Work with projects that encourage decrease of traffic.

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## Georgia Langer

---

**From:** Nona Gamel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:01 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nona Gamel  
**Email:** nona.gamel@gmail.com  
**Neighborhood/City:** Pearl District/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject these amendments. The freeway expansion makes no sense at a time of climate crisis. This large amount of money could make a tremendous difference in adding to public transportation and making biking and walking safer.

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## Georgia Langer

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**From:** Natalie Gilbert <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:23 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Natalie Gilbert  
**Email:** natrgilbert@gmail.com  
**Neighborhood/City:** Buckman, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis

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## Georgia Langer

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**From:** Phil Goldsmith <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 4:28 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Phil Goldsmith  
**Email:** phil@lopglaw.com  
**Neighborhood/City:** 1976 NW Pettygrove St Apt 404, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Marsha Hanchrow <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:28 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Marsha Hanchrow  
**Email:** machiya@duck.com  
**Neighborhood/City:** District 3, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

1. Freeway expansion has never eliminated congestion for more than a very short time. 2. Congestion makes heavily trafficked roads safer because speeding becomes impossible. 3. More lane miles create more pollution, period. 4. More lane miles mean more higher maintenance costs, and we already can't afford to maintain what we have. 5. Much of the population now works from home. Rush hour traffic is far less than ODOT estimated when originally planning this expansion. 6. The more we spend on this, the less we can spend on the mass transit that cities need to function efficiently.

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## Georgia Langer

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**From:** Mary Harju <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 10:06 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mary Harju  
**Email:** meharju@gmail.com  
**Neighborhood/City:** Clinton Division

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The freeway expansion will not reduce congestion due to induced demand. As soon as the highway is widened all lanes will be taken. The best way to reduce congestion is congestion pricing. Look at the revenue this is raising in New York City and the faster travel times in the busiest parts of Manhattan! You will further destroy the NE Portland neighborhood through which this highway runs. Please vote no to a wasteful expansion!

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## Georgia Langer

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**From:** Chris Hayashida-Knight <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 8:00 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Chris Hayashida-Knight  
**Email:** chknight@gmail.com  
**Neighborhood/City:** Alameda neighborhood, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding freeways is backward and wasteful. Our neighborhood streets are full of potholes, transit is woefully underfunded, and solutions that make our city more livable, walkable, and beautiful are ready for action if properly resourced. Please consider the next generation of Portlanders and reject this out of date plan.

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## Georgia Langer

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**From:** Susan Haywood <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Susan Haywood  
**Email:** susansaphone2@yahoo.com  
**Neighborhood/City:** 2146 NW Everett St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Studies have shown that enlarging freeways expands traffic.  
We need fewer vehicles, and we need our roads and freeways to be safer.  
Portland has more potholes than anywhere I have lived outside East Africa, where the streets were mainly dirt. These potholes are unacceptable, and even when they're fixed, one a block away will not be.  
We also have a lot of wonky intersections in Portland and long stretches on busy streets where there aren't crosswalks for blocks and blocks. West Burnside comes to mind.  
The cure for fewer cars is, of course, mass transit. Wouldn't it be great to take the Max to Vancouver instead of fighting traffic?

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## Georgia Langer

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**From:** Chris Helmsworth <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:49 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Chris Helmsworth  
**Email:** helmsworth@outlook.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Any plans to approve the Rose Quarter project are absolute madness.

There are two possible outcomes. One is that the project gets approved and the current administration pulls funding, odds of which are about 100%. Then who's on the hook for the funds? The people of the state of Oregon, who are already being told that budgets on the state and local level are underfunded. The second is that this project goes ahead, which would happen about the same time as the baseball stadium that Portland has proposed in the same area. Two mega projects at the same time? You don't have to be a traffic engineer to see potential issues on a huge scale.

Here's an idea....have ODOT finish what's underway before starting new projects. I speak of the 217 project that now might be finished two years later than planned.

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## Georgia Langer

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**From:** Dana Henderson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:03 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Dana Henderson  
**Email:** hendernator@gmail.com  
**Neighborhood/City:** Lents

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We should not be forced to pick up the tab on a bloated expansion that does not and will not in the future have adequate funding. Breaking ground after skipping regulatory hurdles is a way to defraud the public by forcing us to pay for a project we would never approve otherwise. Not when we have miles of inadequately maintained road and significant public transit service gaps that our taxes should instead be invested in. Funding this project will endanger the entirety of our transportation infrastructure and create budgetary headaches for years.

The project itself is just another thoughtless example of doubling down on the burdensome car-first design that has brought about the very issues that it supposedly ameliorates. Do not vote for the Rose Quarter freeway expansion MTIP amendment

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## Georgia Langer

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**From:** Josh Hetrick <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 4:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Josh Hetrick  
**Email:** jargon.scott.mail@gmail.com  
**Neighborhood/City:** Brooklyn, Portland, Oregon

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. The oversized and underfunded Rose Quarter Freeway Expansion is a poor match for the actual mobility and safety needs of the region. This enormous expenditure, which currently relies on tenuous funding from a hostile federal administration, would rob the region and state of necessary funds to pay for safety improvements on our deadliest roads.

A proposed project of this magnitude and expense requires rigorous evaluation. JPACT and Metro should direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion. This process should *\*not\** preclude building freeway caps and remediating the neighborhood, which are long overdue corrections to the damage that the freeway did to this district.

I live in the Brooklyn neighborhood of Portland, which mirrors many of the same issues affecting the Rose Quarter and the historic Albina district. We have some of the worst air quality in the city, primarily due to vehicle traffic on highways surrounding us. We have multiple high-crash corridors, which have resulted in multiple fatalities in recent years. Highways create barriers to safe travel in and out of the neighborhood, which prevents effective travel by public transportation and active mobility. Expanding

highways through the Rose Quarter would forcibly increase all of these dangerous and unacceptable conditions in that area.

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## Georgia Langer

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**From:** Jessica <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:37 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jessica  
**Email:** immstrax@gmail.com  
**Neighborhood/City:** Madison South neighborhood- Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The present plan and budget for the Columbia River crossing project are far too bloated- the present budget is not realistic, the future budget for continuing maintenance will devour a large portion of our future road maintenance budget, and it is only going to affect car traffic and climate change worse. We need to right size the project, focus on improving public transit options to make it more appealing and useful to commuters and provide safe routes for bicycles.

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## Georgia Langer

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**From:** Sandra Joos <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:39 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sandra Joos  
**Email:** joosgalefamily@comcast.net  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I strongly urge JPACT and the Metro Council to vote to REJECT the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. I believe our region would be better served by prioritizing investments in basic local and county road maintenance, safer streets, and public transit investments.

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## Georgia Langer

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**From:** Douglas Kelso <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:28 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Douglas Kelso  
**Email:** dougkelso@yahoo.com  
**Neighborhood/City:** Montavilla, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The region does NOT need a wider freeway. If congestion is a concern, that can be addressed by peak-hour tolls. Manhattan's new congestion pricing program has shown how successful tolling can be to address demand.

Metro should insist on ODOT using peak-hour tolling FIRST before considering any freeway expansion projects. Peak tolling on I-5, I-84, and probably I-205 and the freeway portion of Highway 26, could raise enough money to maintain the freeways while controlling congestion.

JPACT and the Metro Council should reject the Rose Quarter Freeway Expansion MTIP amendments. Instead, put pressure on ODOT to implement congestion pricing on our freeways. Make the freeways self-funding and free up state transportation money for projects that we actually need.

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## Georgia Langer

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**From:** John Kendryna <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 12:47 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** John Kendryna  
**Email:** jkendryna@sbcglobal.net  
**Neighborhood/City:** Portland/Mt. Tabor

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Peter Kokopeli <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 4:56 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Peter Kokopeli  
**Email:** hobbess@shoutandsing.com  
**Neighborhood/City:** 6677 SE Yamhill St, Portland OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am a walker, transit user, cyclist and occasional driver. I urge JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

Have you seen the potholes lately? We should be prioritizing investments in road maintenance, street safety and transit improvements.

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## Georgia Langer

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**From:** Lilo <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 6:14 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lilo  
**Email:** lilo.a.alfaro@gmail.com  
**Neighborhood/City:** Cully

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Existing traffic patterns along with the lack of safe walking paths deter people from stopping to visit the many local businesses along those roads.

There is not effective traffic design currently in place to keep cars from speeding or drag racing down straightaways in neighborhoods like mine. My friend was hit by a car while walking home.

Neighbors are putting out personal signs begging drivers to slow down.

NE 60th was given plastic visibility posts to protect the walking path that were all knocked out by cars within 2 years of installation.

We need real investments and real plans.

Cities get caught in a vicious cycle of trying to improve freeways to accommodate more drivers while taking away from improvements to alternative and public transportation, causing more people to need to drive and reducing the quality of the actual destinations people are trying to get to. I get that our freeways suck, but that's because all freeways suck. Lane expansions don't fix that, just ask LA.

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## Georgia Langer

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**From:** Mark H Linehan <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:25 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mark H Linehan  
**Email:** mhl@mlinehan.us  
**Neighborhood/City:** 2031 SE Harrison St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We have a \$90M operating deficit in the City of Portland's budget and a \$40M deficit in the Portland Public Schools budget. PBOT and ODOT can't pay for ongoing road maintenance. With those kinds of structural budget problems, it makes no sense to put almost \$2B into new road construction. We should fix what we have before building more.

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## Georgia Langer

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**From:** Briana Lovell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:09 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Briana Lovell  
**Email:** brianaelovell@gmail.com  
**Neighborhood/City:** NE Portland/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I strongly encourage JPACT and the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendments.

First reason – we can't afford it. This project is already short \$1 billion dollars. At a time when cities, state, local, and federal agencies are (for varying reasons) failing to maintain BASIC services and provide a BASIC level of safety, it's critical we spend our limited dollars saving lives and especially keeping roads safe for those walking and biking. This project is simply too expensive and has no path to full funding.

Secondly – even if we had tons of money waiting to be spent or huge federal guarantees (which we don't), this project sucks. Investing in more emissions, more accidents, and more cars makes little sense given the scale and urgency of the climate crisis. Decades of research have demonstrated that adding highway capacity contributes to more driving, more trips, and more emissions. To argue that this project will reduce traffic and therefore emissions (like ODOT has) is insulting and wrong-headed – we know any extra capacity will be just as full, congested, and delayed as the road is now – only this time with even MORE cars.

We have already wasted so much money overpaying consultants, and we know the cost will continue to grow. Let's cut our losses as soon as we can and get back to the business of keeping people from dying on our roads.

By rejecting this funding, I urge Metro to send a signal that good governance is still a value held somewhere in this godforsaken world.

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## Georgia Langer

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**From:** eric mandel <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** eric mandel  
**Email:** Ericwrightmandel@gmail.com  
**Neighborhood/City:** 3109 NE 21st Avenue

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We shouldn't be spending money on increasing infrastructure for single use occupancy vehicles when our public transit investment is underfunded and we don't have the funds to keep existing single use occupancy vehicles infrastructure in good condition let alone earthquake safe. Almost everyday weekday I use the freeway entrance by the moda center to get onto I5 south to drive my son to preschool at about 8:15 AM and less frequently on the way home after picking him up about 4:15 take the Broadway Weidler exit . It's not ideal for sure, but it works the majority of the time with tolerable delay. I would much rather have a reliable – more Frequent and express #8 bus that doesn't take forever to go from our house to his preschool. He is also in the Harriet Tubman middle school district. Great that we've committed millions of dollars for a new school but shouldn't we not fund capital investments that increase car capacity next to a public park, or on all the roads leading to freeways. I am not afraid for my son's safety on this stretch of freeway, but I am fearful for his quality of life years from now when the effects of global warming are even more severe. And just like having to spend millions of dollars on a new school instead of utilizing the existing one, what other things will go unfunded to pay off and maintain all of the road expansion. I grew up in Portland Oregon and am raising my children in Portland Oregon because I do believe that the city and state has the potential to be a sustainable (both financially and environmentally) place to live a high quality of life. I was so shocked and disappointed when ODOT brought out the decades old Broadway Weidler interchange plans. I was less shocked but more

disappointed when ODOT pushed through plans without a full environmental impact assessment and ignored the overwhelming public feedback back in opposition to the freeway expansion. It's time to rethink this project and use limited funds for buildable caps.

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## Georgia Langer

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**From:** emily meier <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:58 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** emily meier  
**Email:** emmilym@proton.me  
**Neighborhood/City:** Madison South/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I expect a no vote from JPACT and the Metro Council, rejecting the Rose Quarter Freeway Expansion MTIP amendments. We should not be spending almost \$2B on a climate-destroying, polluting urban freeway expansion for which federal funding is unlikely to ever fully materialize when we could instead be funding desperately needed safety improvements, street maintenance and public transit. Freeways were never intended to go through cities and the wide-ranging, proven deleterious effects of them need to be acknowledged and redressed rather than continued and expanded. The off-loaded, externalized risks and costs of these projects are borne by everyone, including those of us who bike and transit/walk for all or virtually all of our transportation. Please direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion.

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## Georgia Langer

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**From:** MATTHEW MESKILL <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:36 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** MATTHEW MESKILL  
**Email:** mtmportland62@gmail.com  
**Neighborhood/City:** 1222 NW 18TH AVE

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Widening highways in the 21st century is shameful.

I want JPACT and Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

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## Georgia Langer

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**From:** Kathryn M Midson <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:45 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kathryn M Midson  
**Email:** kmit43@gmail.com  
**Neighborhood/City:** 2021 Southwest Main Street

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose City Freeway expansion has always been wrong sized and wrong focused. Yes. There is congestion, and congestion is a problem for drivers and for neighborhoods impacted by the increase in pollutants as a result of idling. The solution has always been to make room for more cars and trucks and to throw in a cap to reunite a neighborhood torn by the existing structure. Instead of thinking beyond "more", think about different. Expand light rail. Toll. Find options to trucks doing long distance hauling. With the loss of Federal funds, it's time to throw out the old thinking. The project is not affordable. The planet can't afford it, the region doesn't want it.

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## Georgia Langer

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**From:** Jean Miller <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:41 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jean Miller  
**Email:** jeanfmiller46@gmail.com  
**Neighborhood/City:** SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I want JPACT and the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendment. Our money is better spent in maintaining roads we have, improving street safety and, most of all, improving mass transit. I have not had a car for thirty years, because of danger to the environment! To expand freeways now is a foolish expenditure, and will further degrade our air and water!

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## Georgia Langer

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**From:** Alan Niven <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:31 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Alan Niven  
**Email:** nut4squirrel@gmail.com  
**Neighborhood/City:** 3130 Lavina Drive

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

More light rail, bike lanes and express trains will work better in the near future.

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**Date:** 17 March 2025

**To:** MTIP Comment Record  
JPACT  
Metro Council

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject:** **Supplemental Comment on Rose Quarter MTIP Amendment**

These comments are supplemental to our letter of March 5 on the same topic.

We would call your attention to reporting<sup>1</sup> that USDOT has issued an internal memo asking all regions to undertake a "project-by-project review" to identify proposals that include references to not only DEIA, but also grants "whose primary purpose is bicycle infrastructure." After the review, "project teams" will conduct a review to "flag any project ... for potential removal" if the projects involve an "equity analysis, green infrastructure, bicycle infrastructure [and] EV and/or EV-charging infrastructure."

Unfortunately it's hard to imagine that many Reconnecting Communities grants will survive this scrutiny. Since this MTIP amendment includes the assumption of about \$420M from Reconnecting Communities that is not yet obligated, and which ODOT has already identified as "on hold", this is a grave concern.

What happens to Rose Quarter if this funding disappears? ODOT Director Kris Strickler made this clear to the Oregon Transportation Commission at their meeting last week--even if the federal funding for the project completely disappears, ODOT will still consider the project, in its entirety, as a priority, and a state obligation, and will divert funds from other uses. As Strickler testified (emphasis ours):

"Madam Chair, if I may, Chair Brown and Commissioner Chapman, thank you for raising that. Because I think oftentimes when you're in a moment of crisis or a moment of perceived crisis, we tend to get worked up around what the impact might be. And I think that's reasonable, and I don't say any of that worked up nature is something that would

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<https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes>



be pejorative. Just the opposite. Our job is to get worked up about the things that we find to be a priority. I'd offer this as a couple of things around our big projects. Each of those big projects was a priority before the Fed money. They continue to be a priority regardless of what the impact might be federal money. And we're going to continue to prioritize the whole project, because the whole project, in each of those cases, is something that serves Oregonians and so we're moving them forward as if the funding is there, because as mentioned, we do have signed and executed grant agreements. **Now, not all the money that's been obligated.** And if there's an impact to that, we want to be just as quickly and openly and currently communicative with all of the decision making to say, here's an impact the funding level may have changed. Doesn't change the priority, nor does it change the fact that we have to continue to advance this. These projects, I would say that's true for each of them. I'd also offer in the grand scheme of large projects, individual finance plans are developed for each of them, and that's for reasons just like this. **As funding changes, you still need to adapt.** Doesn't change the need for the project. We have to continue advancing the project and recognizing that, especially in the larger projects, when you slow them down, when you inadvertently delay them or or intentionally delay them, you're adding costs at the same time, you're not providing that scope and that improvement.”

(Oregon Transportation Commission, March 13, 2025, transcribed youtube recording)

**Adopting this MTIP amendment before the Federal dollars are obligated gives ODOT a license to “adapt” by canceling or delaying other projects that JPACT and Metro Council have prioritized, as they have already done with \$100M of maintenance for the Fremont Bridge.**

We urge you to reject this amendment until and unless the Federal dollars in the funding plan are obligated.



## Georgia Langer

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**From:** Carver Akiteru Oblander <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:59 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Carver Akiteru Oblander  
**Email:** carver@carveroblender.com  
**Neighborhood/City:** Mt. Scott-Arleta

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to express my opposition to this MTIP amendment. I live in SE Portland and can tell you first hand about some of the desperately needed investment in the basics of transportation infrastructure in my neighborhood. Reliable transit, safety precautions for vulnerable road users, filling in sidewalk gaps, and even just basic paving on worn out roads are all needed.

The last thing we need is to siphon off even more funding from those priorities to keep trying to backfill the ever evaporating committed funding for the beleaguered Rose Quarter Freeway Expansion. This expansion is just not a priority when we are struggling to meet the basic needs, and I fear that this will simply throw good money after bad.

Please oppose this MTIP amendment.

Thank you for your time.

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*receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

---

**From:** Diana K Oxley <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:34 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Diana K Oxley  
**Email:** dianaoxley@gmail.com  
**Neighborhood/City:** 1350 SW DOLPH ST

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Transportation priorities should reflect the need and opportunity to move from cars and trucks to rapid and convenient public transportation. The Rose Quarter section of I5 needs repair to allow for safer merging of entrance lanes, a relatively less expensive and quicker solution than what is proposed. Let's be a city of the future, a future in which we take responsible action on behalf of the environment and community that it sustains. Let's keep our eyes on the prize -public transportation on par with that of the rest of the developed world- and let go of outdated, unsustainable methods of moving vehicles.

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## Georgia Langer

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**From:** Frank J Pacosa <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:37 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Frank J Pacosa  
**Email:** fjp11907@hotmail.com  
**Neighborhood/City:** Happy Valley

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please don't waste 2 Billion dollars+ on widening Rose Center freeway. There are far better investments that can be reached on a fraction of that outrageous amount of money.

I have lived in Portland metro area almost 50 years and drive the streets daily. What is needed is road maintenance, safer streets, and investments in public transit.

The I-5 bridge is also an economic disaster that needs to be rethought and right sized at least and probably made into a tunnel like Vancouver BC is doing.

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## Georgia Langer

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**From:** Miranda Paige <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:42 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Miranda Paige  
**Email:** miranda.ppaige@gmail.com  
**Neighborhood/City:** NW Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Don't expand the width of the freeways. We can use the budget for more important things. That would cost millions of dollars and ongoing expenses for unnecessary changes. We can deal with some traffic. Adding more lanes has been proven to not make a noticeable difference during traffic jams. Please use that money to fix our bridges and make them earthquake proof. We need to spend our budget preparing for floods and wildfires due to the oncoming effects of climate change. We need money invested in public transit, like expanding the MAX routes to be more accessible.

Thanks.

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## Georgia Langer

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**From:** Hilary Pine <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 3:58 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Hilary Pine  
**Email:** hilary.pine37@gmail.com  
**Neighborhood/City:** Gabriel Park

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It's not a good fit. Please stop.

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## Georgia Langer

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**From:** Meg Pirrung <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 7:46 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Meg Pirrung  
**Email:** megpi@proton.me  
**Neighborhood/City:** Northwest District / Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

Data shows over and over again that freeway expansions DON'T WORK to reduce traffic.

Not only do freeway expansions not work, \*increased\* vehicle traffic emissions are terrible for the environment, especially for those that live nearby who are often the most marginalized communities. ODOT must conduct an Environmental Impact Study that finds alternatives to freeway expansion while still building caps and remediating the neighborhood.

The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Don't spend our limited funds on things that the data shows don't work, spend it on things that do work, like street safety such as

daylighting intersections, painted crosswalks, and setbacks. We also sorely need public transit improvements, which actually work to move and connect \*people\*, not just vehicles.

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## Georgia Langer

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**From:** Faye Powell <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 1:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Faye Powell  
**Email:** phaysee1@gmail.com  
**Neighborhood/City:** Richmond neighborhood, Portland 97215

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I earnestly request that Metro reject the Rose Quarter Freeway Expansion. This proposed freeway would not only divert resources from more urgent transportation needs but also result in continued environmental damage by encouraging auto travel and discouraging alternate transit means. It is urgent that Metro focus on planning for decreased, not increased, use of diesel modes of transportation for present and future generations.

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## Georgia Langer

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**From:** Jessi Presley-Grusin <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 12:13 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jessi Presley-Grusin  
**Email:** jessipresleygrusin@gmail.com  
**Neighborhood/City:** 1716 SE Taggart St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Council and JPACT Members,

We do not need and cannot afford this freeway expansion. We cannot afford it financially, environmentally, or humanely. What we need is better investments in mitigating transportation-caused pollution, repairing and maintaining our streets, safer routes for bicycles, and increasing the availability and accessibility of public transportation. We are facing numerous cuts- not only to the budget but to staff due to lack of funding. Expanding the freeway is a waste of our tax payer dollars and will not improve our lives in any meaningful way.

Please reject the Rose Quarter Freeway Expansion MTIP amendments.

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## Georgia Langer

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**From:** David <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 7:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** David  
**Email:** curtis.ds@gmail.com  
**Neighborhood/City:** Pearl district

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I support the freeway project. Opponents are advertising on social media to make it easy for opponents to click a button and complain about this. Please don't listen to them. We need better roads. Most people who actually work for a living would agree.

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## Georgia Langer

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**From:** Brittney Reaume <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 3:25 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Brittney Reaume  
**Email:** brittneyreaume@gmail.com  
**Neighborhood/City:** Foster-Powell/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This is an incredible cost to pay for freeway expansion when those funds could be directed to other much needed investments.

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## Georgia Langer

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**From:** Michael Reese <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:52 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Michael Reese  
**Email:** funkmasterreese@gmail.com  
**Neighborhood/City:** Concordia/ Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Susan Rosenthal <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:45 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Susan Rosenthal  
**Email:** susanfroenthal@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The freeway expansion will increase traffic at a time when we need to find ways to reduce congestion. Widening the freeway will encourage more people to drive. This will increase congestion and pollution.

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## Georgia Langer

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**From:** Jacob Roth <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:27 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Jacob Roth  
**Email:** jacobroth2002@gmail.com  
**Neighborhood/City:** Hillsdale Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Spending limited tax dollars on a freeway expansion/upgrades does NOTHING to help the former, current and future residents of the Albina community/neighborhood. The +2 billion dollars quoted by ODOT for the full project could completely overhaul biking walking and transit infrastructural for the greater metro region of Portland. Climate change is the largest threat to humanity globally and this would INCREASE GHG EMISSIONS BY 21,000 tons EVERY YEAR! As a 23 year Portland resident this project is against the community. DONT FUND THIS WASTE.

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## Georgia Langer

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**From:** Dave Rowe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:34 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Dave Rowe  
**Email:** DLRowe1910@icloud.com  
**Neighborhood/City:** 8817 NE 275th ST battle Ground washington

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I drive from Battle Ground Washington to Lake Oswego. A regional passenger rail system should be planned with a bi-state authority and avoid freeway expansion.

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## Georgia Langer

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**From:** Allan Rudwick <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 3:54 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Allan Rudwick  
**Email:** arudwick@gmail.com  
**Neighborhood/City:** Eliot Neighborhood

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Eliot Neighborhood Association has reviewed the latest version of the Rose Quarter Expansion Project, and it is even worse than we could have imagined. The project will worsen pollution in our neighborhood and create an unfunded liability for the state during a moment of profound budgetary uncertainty. Therefore, we urge you to reject the proposed amendment to the Metropolitan Transportation Improvement Program (MTIP).

The phasing of this plan of this project is especially terrible. Deferring most of the community benefits from the project to future, unfunded phases. A majority of the freeway caps and associated redevelopment planned in conjunction with Albina Vision Trust is not in Phase 1. This omission is especially ridiculous given the good-faith planning efforts that Albina Vision Trust has made and the uncertainty regarding future funding for the remainder of the project.

Sustained congestion and traffic speed improvements have not been documented in any similar freeway expansion projects because of the well-known phenomenon of induced demand, where new traffic is diverted to an expanded path. Additionally, it attracts traffic from other times of day under the same assumption, which returns congestion to previous levels within months, sometimes making traffic even

slower than it was before. We ask: Do you want to be responsible for contributing to a historically poor investment of public funds?

Every time that we do not kill this project leads to more of Oregonians' and Portlanders' money being spent studying this debacle. Therefore, we urge you to vote against the MTIP amendment. If you must advance this amendment, please add language preventing ODOT from taking money from any other funding sources after the Federal and/or State funding does not come through.

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## Georgia Langer

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**From:** Sherry Salomon <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:17 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sherry Salomon  
**Email:** sherrysalomon@comcast.net  
**Neighborhood/City:** Portland/Goose Hollow

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

2393 SW Park Place #204

It's more important to limit pollution. We need to be addressing climate!

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## Georgia Langer

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**From:** Mel Scott <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:54 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mel Scott  
**Email:** beatricekiddoux@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Portland is branded an excellent for bicycling and I fear for the lives of our bicyclists and would like all work from ODOT to be on the fight for safety of these individuals and for better driving habits from motorists.

The widening and expansion of highways NATION wide Does NOT LOWER TRAFFIC and does Increase Carbon emissions.

This expansion has already been researched as problematic and dangerous for pedestrians that would be attending the Blazers games.

I would like to see roads that have been orphaned by ODOT and are not part of this expansion get the love and care they need.

We need better crossings for pedestrians and deterrents of SPEEDING cars KILLING people. The number of deaths has been INCREASING since 2020.

Reject the RQ MTIP Amendment. We can't afford the \$1.9 Billion+ Freeway Expansion

Thank you.

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## Georgia Langer

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**From:** Katherine Anne Stansbury <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 8:45 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Katherine Anne Stansbury  
**Email:** kathycallaway@whiz.to  
**Neighborhood/City:** SE Portland and Oregon City

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

JPACT and the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region.

The federal government is currently withholding the \$450 million granted to this project in 2024, leaving ODOT with an even larger \$1.4 billion (and growing) budget hole. The project also faces legal scrutiny, with pending litigation and state and federal levels of government, and the state legislature hasn't signaled commitment to funding this project to completion in the 2025 transportation package. The desirable parts of the Rose Quarter Freeway Expansion – the investments in highway caps supported by Albina Vision Trust, as well as the Clackamas Avenue bike/ped bridge over I-5 – are largely relegated to “Phase 2” of this project, which seem very unlikely to ever secure funding, and would be significantly cheaper to build without doubling the width of the I-5 freeway through the neighborhood and increasing the amount of traffic and air pollution in the North Portland neighborhood. Voting for this MTIP amendment would allow ODOT to build a new lane of freeway without much improvement to the freeway caps – with no coherent plan to find funding for the desirable parts of the project.

JPACT and Metro should direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package. With dire funding needs for the entire region's transportation system, we simply cannot afford to continue to spend hundreds of millions of dollars on this project, especially as matching federal funds are jeopardized.

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## Georgia Langer

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**From:** Emily Stebbins <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 4:28 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Emily Stebbins  
**Email:** stebbins.emily@gmail.com  
**Neighborhood/City:** Montavilla/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The evidence suggests that freeway expansions lead to more driving, and fail to relieve congestion in the long run. In other words, we will use all the lanes that are available, increasing pollution and climate change. Instead, resources should be directed towards projects that make it safer and easier to walk, bike, and use public transit.

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## Georgia Langer

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**From:** suzanne mary steffen <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 6:37 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** suzanne mary steffen  
**Email:** 67steffen@gmail.com  
**Neighborhood/City:** 7213 Dell Rd W

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear JPACT & Metro,  
Please reject the Rose Quarter Freeway Expansion MTIP amendments.  
Please prioritize investments in road maintenance, street safety & transit improvements.  
We cannot afford this \$1,900,000,000+ highway expansion project.  
Thanks you,  
Suzanne

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## Georgia Langer

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**Sent:** Monday, March 17, 2025 8:49 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Casey sundermann  
**Email:** csund5@msn.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our roadways are ruttled with potholes, we need safe walk ways, crosswalks and bike lanes, along with mass transit. The Rose Quarter freeway expansion will disrupt entire neighborhoods and add exhaust fumes near homes and schools.

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**From:** Brice W Suprenant  
**Email:** bsuprena@gmail.com  
**Neighborhood/City:** Mt. Scott/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello. I am writing to you today to demand you reject the RQ MTIP Amendment. We can't afford the \$1.9 Billion+ Freeway Expansion. Yet another freeway expansion will not solve the traffic issue or make the roads safer for our citizens. Countless studies show expanding freeways simply leads to more people driving and traffic continuing to be just as bad all while increasing pollution, etc. Reject this amendment and focus on things we would benefit the most from such as road maintenance including the incredible number of pot holes we have around Portland, street safety, bike infrastructure, and transit improvements. Thank you for your time.

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## Georgia Langer

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**From:** Molly Templeton <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 7:34 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**From:** Molly Templeton  
**Email:** mollyatempleton@gmail.com  
**Neighborhood/City:** Eliot / Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

In this era – of climate change, of our clown-led administration, of the distressing growth of needlessly large trucks and SUVs – we cannot cave to the illusion that more highways will lighten traffic loads. More highways means more traffic. The part of I-5 that runs smack through Portland is always going to be a bottleneck, and the obvious first fix – speaking as someone who lives in this neighborhood – would be to change the on and off-ramps in the congested area, which are dangerous and confusing even if you live here and use them all the time.

We don't need more highways. We need a MAX that runs to Vancouver and is well-looked-after. We need more public transit, more bike lanes, more pedestrian-safe corridors, and for our existing roads to be in better shape. And the original devastation to the Black neighborhood here **MUST** be accounted for. Shoving more highway lanes through an already damaged neighborhood is not going to do any of that.

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## Georgia Langer

---

**From:** Judy L Todd <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 10:01 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Judy L Todd  
**Email:** 1judytodd@gmail.com  
**Neighborhood/City:** 1631 NE Broadway St. #723

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Reject this overwrought, overplayed expansion please!

Use hiway funds to maintain and secure existing local roads and intersections, to fill the fix the degraded high use potholed and damaged roads to make it safer and easier for all!

It is past time now to alter the priorities to safety and repair!

Thank you.

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## Georgia Langer

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**From:** Matthew Tuckerbaum <info@nomorefreewayspx.com>  
**Sent:** Sunday, March 16, 2025 11:33 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Matthew Tuckerbaum  
**Email:** tuckermattr@gmail.com  
**Neighborhood/City:** Richmond, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

To Metro Council, and JPACT –

I urge you to reject the MTIP amendment that would allocate additional funding to the Rose Quarter project. As elected and selected officials with authority over our region, we depend on you to be realistic, effective stewards of our resources, to think critically about risks, trade-offs, and outcomes, and to make difficult choices when the time comes. We are all susceptible to the desire to keep a project rolling, especially when so much time, money, and effort have been spent on it already. But that the cost has already been so high does not in itself justify further expenditure and support. There is still time to say no, to keep this project from digging us deeper into a budgetary and environmental hole, and to bring us back to sanity.

This project has always been deeply flawed in its assumptions and modeling, obstructive in its planning and communication, and ignorant of the needs of our larger transportation system. Now, on top of those glaring flaws, it will improperly allocate funding in Phase 1 to highway widening, rather than reconnecting the Albina community. It will do that in the context of a \$1 billion budget gap of ODOT's own creation and a federal government that almost certainly will not actually disburse funds for a Reconnecting Communities project. Continuing to throw money after this project in our current state funding and



national political environment requires a suspension of critical thought so thorough that we could equate it to sleepwalking.

I have faith that you all are engaged, thoughtful public servants who do not sleepwalk through your duties and decision-making. Given all of the context of this project and this moment, I hope you will muster the courage to stop the madness that is the Rose Quarter expansion and see to it that we build a transportation system that achieves good livability, equity, environmental, social, and financial outcomes for Oregonians for generations to come.

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## Georgia Langer

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**From:** Satya Vayu <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 11:22 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Satya Vayu  
**Email:** satyavayu@gmail.com  
**Neighborhood/City:** 608 SE 45th Ave

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I'm writing to urge JPACT and the Metro Council to vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. How can Portland move forward with a freeway expansion projected to create an additional 21,000 tons of Greenhouse gas emissions every year. in this era of climate chaos? Freeway expansion is an unacceptable policy failure in 2025, and I demand regional leadership to push back against the ODOT! JPACT and Metro need to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood. The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package.

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## Georgia Langer

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**From:** Lauren walsh <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 10:27 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lauren walsh  
**Email:** llwalsh@gmail.com  
**Neighborhood/City:** Arbor Lodge/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I don't think freeway expansion is a good use of funds. I think we would get more short and long term benefit from investing in things like transit improvement. It also seems like there are ways to improve the highway traffic situation that are less costly than the currently proposed solution.

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## Georgia Langer

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**From:** Catherine A Wasilewski <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 2:57 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Catherine A Wasilewski  
**Email:** cathywazinor@msn.com  
**Neighborhood/City:** Beaumont Wilshire

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

4515 NE 35TH AVE

I am writing to request that JPACT & Metro reject the the MTIP amendment to approve allocation of more money (hundreds of millions of dollars) to forge ahead with the Rose Quarter Freeway Expansion. I ride my bike at least once a week along Flint Street to go downtown and am very much opposed to any projects that increase the highway traffice through this corridor. It is foolish to believe that widening freeways will lessen car congestion in what has been described as a bottleneck! Urban studies all around the country have proven that wider highways just leads to more car traffic within a short time. Use this money to fund road maintenance & work towards transit improvements!

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## Georgia Langer

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**From:** Diana Wiener <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 18, 2025 1:04 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Diana Wiener  
**Email:** diana.wiener@gmail.com  
**Neighborhood/City:** Hillsdale, Portland, Oregon

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We do not need additional freeways. We need better public transit, infrastructure and more investment in walkability in our neighborhoods. I urge you to reconsider and instead, prioritize public transit and road maintenance above expansion. It will be better for the health of our city and our citizens. No one needs more freeways.

--

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## Georgia Langer

---

**From:** Kyle Wells <info@nomorefreewayspx.com>  
**Sent:** Saturday, March 15, 2025 8:32 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kyle Wells  
**Email:** kylewells9@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Why on earth are we continuing to throw money away on these freeway expansions? ODOT does not actually have money to fund this project, and even if it were the case that I agreed with the basic premise of this project, I would not want it to move forward without clear funding for the entirety of the project. As it is, ODOT (who recently had a 1 BILLION dollar accounting error) will surely be plundering money that can be used for actual productive uses to plug the holes in the budget for this project.

But also:

The basic premise of this project is bad! As we have recently seen in New York, if we actually want to have an impact on congestion in the rose quarter, we can use congestion pricing and instead of costing a billion dollars it would be revenue generating. ODOT hired consultants that found congestion pricing would work! So why are we still pursuing this dead end project? Every dollar that we spend on this is money that we can spend on transit, maintenance, safety improvements, and actually meaningful projects instead of making the city of Portland worse so that people can drive through it 30 seconds faster per average trip.



It is incredibly frustrating to see all levels of government rubber stamp ODOT's project when they are cartoonishly inept (again, 1 BILLION dollar accounting error).

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## Georgia Langer

---

**From:** Eva Weyers <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 11:02 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Eva Weyers  
**Email:** eweyers@gmail.com  
**Neighborhood/City:** Creston-Kenilworth/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The complete I-5 expansion project does not have full funding. Approving these amendments would not fill all the gaps in the forecasted budget. If these amendments allow ODOT to begin the I-5 expansion project, I worry that money currently allocated for other projects will get pulled and redirected once they hit the next phase in the project and there is no money left. Or that there will be no money available for smaller infrastructure projects in the next several years because this unfinished project is swallowing up all available funds. Or even worse, that the state, county, and city will go massively into debt to cover the cost. This project is massively unpopular, hugely expensive, and has operated in bad faith with the public since the start. I would like JPACT and Metro to vote to reject the amendments and focus on funding projects that we know can actually be completed with the money currently available.

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## Georgia Langer

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**From:** Linda Wilshusen <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 9:10 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Linda Wilshusen  
**Email:** l-j-w@pacbell.net  
**Neighborhood/City:** Buckman

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Portland & ODOT should continue to collaborate on sustainable transportation development rather than freeway widening.

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## Georgia Langer

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**From:** Donald Winn <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 5:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Donald Winn  
**Email:** winndm@comcast.net  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Spending \$2 BILLION on freeway widening in the Rose Quarter is a giant waste of money we don't have! Many other roads in Oregon need repairs and maintenance and improvements far more than this. Freeway widening brings more traffic, more pollution, and years of torn up roads. Save Billions, reject the Rose Quarter Freeway Expansion MTIP amendments! Thank you.

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## Georgia Langer

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**From:** Wendy Wolfe <info@nomorefreewayspx.com>  
**Sent:** Monday, March 17, 2025 7:46 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Wendy Wolfe  
**Email:** wendywolfe13@hotmail.com  
**Neighborhood/City:** Roseway

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We don't have the funds. It's a ridiculous waste and so many more important issues need to be addressed.

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## Georgia Langer

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**From:** Allison <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 5:23 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Allison  
**Email:** aquinlan82@gmail.com  
**Neighborhood/City:** Pearl District

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Studies have shown time and time again that expanding roads and especially freeways do nothing to alleviate congestion while they do manage to decrease safety and siphon money from infrastructure projects that could genuinely do good. When there are more lanes, more people drive and when there are wider lanes people drive faster. More drivers and faster drivers leads to more and deadlier crashes, and for no reason. If you want to improve travel throughout Portland, you need to get people out of their cars by improving public transit and bike infrastructure

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## Georgia Langer

---

**From:** Adam Crane <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 1:01 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Adam Crane  
**Email:** adamacrane@gmail.com  
**Neighborhood/City:** 4506 SE Raymond St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

If we build more freeways, we will only get more autos. We won't gain anything.  
That money could be better spent on our existing roads, which are in terrible shape.

--

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## Georgia Langer

---

**From:** Stone Doggett <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:44 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stone Doggett  
**Email:** stonedoggett@gmail.com  
**Neighborhood/City:** NE Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

By every measure, the economic outlook of our region and federal funding is in decline. Even if there is improvement over the following decades, JPACT and Metro have a critical mission of investing in an economically sustainable path forward. Public resources should be directed toward maintaining our current infrastructure, and when possible, making it more resilient and less resource intensive. Expanding the interstate through the heart of Portland is an irresponsible waste of resources. Approving the MTIP amendments would demonstrate that the JPACT and Metro Council are not good stewards of the hard earned resources of Oregonians. For a fraction of the cost, transportation improvements that would get Portlanders off of the I-5 for trips of 5 miles or shorter would accomplish the same goals as widening the I-5. This would also allow Portlanders to waste less money on single occupancy car-based transportation and lead to a more sustainable system now and for the future. Approving MTIP amendments would be a failure of the council's integrity and would set Oregon on an unsustainable course. JPACT and Metro Council should show courage and fulfill their obligations to Oregonians of today and tomorrow and reject the Rose Quarter Freeway Expansion MTIP amendments. JPACT and Metro are entrusted to hold ODOT to acceptable standards. Please don't let us down.

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*More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1

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### Amendment Purpose Statement:

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### Summary Description of the Amendment Bundle:

- This amendment bundle contains three Rose Quarter related projects that include:
  - Key 19071: Rose Quarter Improvement Project (Non-construction phases primary project)
  - Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1(Construction package)
  - Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (construction package being renamed through this amendment)
- \$250 million of approved Oregon Transportation Commission (OTC) being added to the three projects:
  - \$12.5 million to PE, ROW, UR, and Other phases in Key 19071.
  - \$177.5 million to the construction phase in Key 23672.
  - \$60 million to the construction phase in Key 23682.
- Updating the project name and description in Key 23672 to reflect an expanded construction phase scope of work which will include adding auxiliary lanes on I-5.
- The MTIP amendment includes a completed Performance Assessment Evaluation (PAE) that evaluates the project's impact upon the transportation system.
- The PAE action also included a project level transportation modeling assessment as part of the consistency review with the approved Regional Transportation Plan (RTP).

Comment Period: February 4, 2025, to March 7, 2025

### MTIP Reviews and Checks:

- ✓ Satisfactory Fiscal Constraint Demonstration
- ✓ Met RTP consistency Reviews and Checks
- ✓ Completion of a Project Performance Assessment Evaluation (PAE)

Summary of Comments: All submitted comments are against the proposed OTC approved new funding for the Rose Quarter projects.

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



Submitted Comments				
Num	Date	Name	Email or Comment Type Submission If Not Email	Comment
1	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the I-5 Rose Quarter Improvement Project - Letter of Agreement in Support of Full Project Delivery and Funding as part of the amendment public comment/notification opportunity
2	1/24/2025	Mike Mason	Mike Mason ODOT Contract and Budget Manager <a href="mailto:michael.w.mason@odot.oregon.gov">michael.w.mason@odot.oregon.gov</a>	Submission of the proposed Rose Quarter Improvement Project full build-out exhibit
3	2/5/2025	Chris Smith	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>  Email directly to Jessica and myself.	<p>I'm writing to comment on the MTIP amendments regarding Rose Quarter. I also plan to provide verbal comment on the Zoom.</p> <p>The "known opposition" section of the staff report is a bit thin and identifies a "No Freeways Coalition". There is no such organization.</p> <p>There <b>are</b> two active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:</p> <p>No More Freeways Neighbors for Clean Air BikeLoud AORTA (Association of Oregon Rail and Transit Advocates) Families for Safe Streets Eliot Neighborhood</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>Some or all of these organizations will oppose the MTIP amendments.</p> <p>We'd appreciate it if future versions of the staff report would reflect this opposition.</p> <p>Thanks.</p> <p>Chris Smith No More Freeways</p>
4	2/6/2025	Peter Laciano	<a href="mailto:peter.laciano@gmail.com">peter.laciano@gmail.com</a>	<p>I am writing to comment on the February amendment to the Metro Transportation Improvement Plan.</p> <p>I am deeply concerned with a number of features of this amended plan:</p> <p>1) This plan delivers significant highway widening (so called "auxiliary lanes") which is a financial and climate disaster, and directly contradicts Metro's climate and VHT officially adopted goals.</p> <p>2) This plan delivers minimal offsetting multimodal benefits, with no bike overdressing and a very small amount of cover relative to the significant highway widening. This will be a safety catastrophe in a city that is already struggling with a traffic safety epidemic.</p>



## Metro 2024-27 MTIP Formal Amendment Comment Log

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				<p>3) The cost estimate is already high and likely to inflate significantly. Every other highway expansion project in the metro region has ballooned in price, including the Abernathy Bridge Project which quickly went from \$300M to \$500M and now over \$800M. This is unacceptable in the tight budgetary environment Portland and the state of Oregon faces.</p> <p>Thanks for your consideration, Peter Laciano Portland, OR 97214</p>
5	3/5/2025	Chris Smith No More Freeways	<a href="mailto:chris@chrissmith.us">chris@chrissmith.us</a>	<p>Opposes I-5 Rose Quarter Amendment Submission of written correspondence and request to distribute at TPAC and JPACT</p> <p>Please add the attached to the comment record for the amendment. Please also distribute to TPAC, JPACT and Metro Council for their meetings on this topic.</p>
6	3/10/2025	Chris Ghormley	<a href="mailto:chris@ghormley.net">chris@ghormley.net</a>	<p>Now is the time to stop the ill-conceived, overpriced Rose Quarter Freeway Expansion by canceling the MTIP amendment. We have many other transportation priorities that will provide more utility and safety for Oregonians. Meanwhile, the complete funding package is in doubt.</p> <p>We are likely headed for a recession, and spending on new infrastructure (a wider freeway will also require more maintenance in the long term) while FAILING to maintain the infrastructure we already</p>

## Metro 2024-27 MTIP Formal Amendment Comment Log

February #1 Rose Quarter 2025 MTIP Formal Amendment Bundle  
Resolution 25-5463, Amendment Number FB24-05-FEB1



				<p>have is truly short-sighted.</p> <p>My priorities for transportation put new freeways below the bottom of the list, yet my local, regional, and state governments can't seem to absorb the lessons of the past: more roads and freeways create more traffic, not less. And this is a complex project with high impacts that are hard to mitigate: spending on the project will likely balloon as the sunk-cost fallacy drives us to throw good money after bad. This project was a bad idea and now is the time to spike it. Let's fund operations, maintenance, and transit infrastructure that will improve outcomes for everyone.</p> <p>I respectfully urge the committee to vote NO on the MTIP amendment when it comes up for a vote.</p> <p>Chris Ghormley <a href="mailto:chris@ghormley.net">chris@ghormley.net</a> Kerns, Portland, Oregon</p>

## Georgia Langer

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**From:** Matt Hodson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:00 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Matt Hodson  
**Email:** matt.hodson@gmail.com  
**Neighborhood/City:** Multnomah Village Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

More lanes = more CO2. We need to invest in what we already have like transit.

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## Georgia Langer

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**From:** Nathan Holland <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 11:15 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nathan Holland  
**Email:** nholland83392.ok.us@gmail.com  
**Neighborhood/City:** Portland – Creston-Kenilworth

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Portland has \$5B in maintenance backlog, that's an astonishing amount. While the roads are better than in some places, they are below acceptable levels in any regard. Climate leading cities invest in densification, green infrastructure, and safety improvements. A month ago, Tuyet Nguyen was struck and killed by a driver while legally crossing Cesar Chavez. The area should be focused on safety improvements (like reducing Cesar Chavez to a 2 lane cross section south of Powell), not subsidizing smooth traffic flow for Washington residents at the expense of historically disadvantaged OREGON neighborhoods. Just a question: Have you ever driven on I5 north of Broadway during peak hours? It's all WA plates. They do not deserve unfettered access to our city without paying taxes here, being members of the community, and investing in the future in a way that doesn't promote particle and noise pollution, microplastic shed, road dust resuspension, local quality of life decreases, salmon die-off, sedentary lifestyles, etc., etc., etc. Our city does not need or want this. The money for the project could be going towards active transportation credits (\$50/month for people who bike to work), transit improvements (Willamette tunnel), or even just decking over more freeway without widening, possibly even tunneling I-5 and making a waterfront park on the east side to match the west. Ramps to 84 and Morrison would be doable. Look at Zurich's limited access freeway system: it's nearly completely underground with on and off ramps and even interchanges all underground. Tolling could easily pay off this project: charge the same for taking I-5 vs. 405. Deck 405 over too, for that matter, and get rid of all exits and entrances

except for burnside. I have 1000 ideas as to how this money is better spent to achieve regional goals and promote our city's future.

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## Georgia Langer

---

**From:** Kieffer Katz <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 1:29 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kieffer Katz  
**Email:** kiefferkatz@gmail.com  
**Neighborhood/City:** Overlook, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This feels like an attempt to start construction on a fundamentally flawed project so it becomes harder to stop. The momentum is against the rose quarter freeway expansion. The science is against it, the research is against it, and the people are against it. Moving forward with \$250 million, less than 25% of the predicted cost, is a poor use of funds, especially with the uncertainty surrounding federal support. Please reject these amendments and prioritize transportation infrastructure we actually need, not this splashy and fundamentally unnecessary boondoggle

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## Georgia Langer

---

**From:** Frances Kiva <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 4:04 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Frances Kiva  
**Email:** thekivas@comcast.net  
**Neighborhood/City:** NW Portland/hillside

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The money to expand freeways use should be used to fund transit improvements if we want Portland to be a livable city. If we had a well functioning transit system and that was safe, reliable, and served a larger population there would be less traffic and less need of more freeways. I've watched freeway expansion in California for years- there is always huge costs, years long traffic snarls, and when finally finished enough population growth that the "new" freeway is just as congested.

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## Georgia Langer

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**From:** Sofia Knutson <info@nomorefreewayspx.com>  
**Sent:** Friday, March 14, 2025 12:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
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**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sofia Knutson  
**Email:** ana.sofia.knutson@gmail.com  
**Neighborhood/City:** Foster Powell

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I live in Foster Powell and used to live in Woodstock. Whether biking or driving, I often encounter roads that are not paved and have crazy potholes. With the rain, it's impossible to see how deep they are. I choose to drive on Powell instead of Holgate due to the potholes on Holgate. It's so frustrating to live in a beautiful city and have to spend so much energy finding the right route to enjoy it. Please focus on making improvements to the roads we use in the city. Please create better N to S networks for biking and driving so we are not forced on freeways that don't need more cars. We need better solutions, not expanded freeways.

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## Georgia Langer

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**From:** Jennifer Krauel <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jennifer Krauel  
**Email:** jennifer@krauel.com  
**Neighborhood/City:** Eastmoreland, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a scientist I know that climate change is an emergency, requiring that we prioritize transit over building more freeways. As a Portland resident, I am alarmed at the poor management we've seen at ODOT. As a human, I want the Albina neighborhood restored, and building more freeway lanes is not going to get us there. Reject the MTIP amendments.

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## Georgia Langer

---

**From:** Bernard LeTourneau <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 10:35 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Bernard LeTourneau  
**Email:** letourneau.alain@gmail.com  
**Neighborhood/City:** Downtown

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter expansion project is the perfect example of mismatched priorities. While the City of Portland, and State of Oregon, are reporting budget shortfalls, there's always money to expand freeways. If traffic or safety is the issue, then removing SOVs from the road is what is necessary, and there is a means to do this through tolling, which has proven effective in NYC where it was implemented, as well as in other parts of the world. Expanding road capacity will only expand SOVs use in this corridor which will spew pollutants from tail pipes and vehicle tires and brakes (yes, EVs still use tires and brake pads, both which contribute to airborne pollutants). But I am saying what JPACT and Metro already knows, but chooses to ignore. My vote is NO, and I encourage JPACT and Metro to consider the long-term impacts of this terrible project. This project will not make Portland a better city, and whatever short-term benefits might be provided to local construction firms, are seriously outweighed by the long-term detrimental impacts of a project of this nature. Please vote NO.

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## Georgia Langer

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**From:** Mathias Quackenbush <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:14 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; j buck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mathias Quackenbush  
**Email:** mathiasquackenbush@gmail.com  
**Neighborhood/City:** Madison South, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway expansions do not work. Don't inflict billions in debt on our community just to lock us into decades of increased pollution, accident deaths, and vehicular violence along with the economic burden of car dependency. Investments in active transportation infrastructure and transit yield dramatically more benefit to our community per dollar invested than massive, wasteful, and disruptive freeway capital projects. We can reconnect the Albina neighborhood without expanding the freeway, and in fact the capping will be safer without the weight of extra freeway lanes on top. Please, do the right thing. Don't mortgage our future to decades of car dependency. Reject the Rose Quarter Freeway Expansion.

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## Georgia Langer

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**From:** Kai Richardson <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 12:15 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kai Richardson  
**Email:** kairichardson@gmail.com  
**Neighborhood/City:** Portland, SE

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I don't believe an expansion will materially benefit myself and my community, and will just be dollars spent in the wrong direction. I like the idea of the cap, but the widening is just not necessary. The phase 2 projects are much more worth investing in for the region, at much lower cost. I'm confident increased investment in public transportation, especially in availability, will help resolve the current issues.

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## Georgia Langer

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**From:** Anna Stone <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:08 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Anna Stone  
**Email:** aestone20@gmail.com  
**Neighborhood/City:** Eastmorland – SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Freeway Expansion project is a disruptive transportation “solution” that will not create sustainable improvements for Portland’s future. Construction will make traffic much worse for an extended period of time, and the outcome will not resolve problems of accessibility and speed as the city continues to change in form and size. This project will require one after another to accommodate its issues. Investing in diverse public systems of travel will alleviate pressure on the city to make one freeway work the “best.”

Rather, smoothing out various routes and modes of transportation to be safer and faster, making users less reliant on the city for big expensive changes.

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## Georgia Langer

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**From:** Andrew Tillinghast <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 9:24 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andrew Tillinghast  
**Email:** andrewtillinghast@gmail.com  
**Neighborhood/City:** Montavilla

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Air pollution kills millions annually. More freeway lanes = more premature deaths.

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## Georgia Langer

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**From:** Isaac Tobar <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 7:57 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Isaac Tobar  
**Email:** tobarisaac13@gmail.com  
**Neighborhood/City:** Overlook, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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## Georgia Langer

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**From:** Lloyd Vivola <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 10:07 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lloyd Vivola  
**Email:** nouveladam@hotmail.com  
**Neighborhood/City:** Boise-Eliot/Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This process has gone on for too long already. The cost overruns, the funding uncertainty, the bait and switch tactics that are bleeding what was suppose to be an initiative that would serve the rehabilitation of a black community done injustice decades ago, is all bad enough. And now we have technocrats who continue to draw their salaries from the public coffers to promote a dinosaur of a project ad nauseam and with utmost disdain for neighborhoods, and a city, that need to get in gear with a future of enhanced public transit, street safety for cyclists and pedestrians, and the long overdue maintenance of existing streets and roads. Critics are right. Let ODOT get their shovels in the ground and there is no telling how long this process will last and cost, no telling what new blight it will bring on the reputation and cityscape of Portland. Step up METRO – as elected officials finally did in the case of Robert Moses, first in New York, then here in Portland – and vote to reject the Rose Quarter Freeway Expansion MTIP amendments.

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## Georgia Langer

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**From:** Nat West <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 12:10 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nat West  
**Email:** natjwest@gmail.com  
**Neighborhood/City:** Woodlawn, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Members of JPACT and the Metro Council,

My name is Nat West, I have lived in Portland for 22 years. During that time, I have been a TriMet bus driver, small business owner, bike commuter and parent.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments in favor of directing our region's investments toward road maintenance, street safety, and transit improvements. Over the past years, we've witnessed firsthand how our aging infrastructure and inadequate transit options directly affect our daily lives—from deteriorating roads that slow emergency responses to safety hazards for pedestrians and cyclists, and a transit system that doesn't meet our community's needs.

Investing in robust road maintenance ensures that our existing infrastructure remains safe and efficient. Prioritizing street safety not only protects drivers but also makes our neighborhoods more accessible and secure for all residents. Moreover, enhancing our transit system is crucial for sustainable growth, reducing congestion, and providing equitable access to opportunities across our region.

Since money doesn't grow on trees, a vote to widen a freeway means a vote against our maintenance backlog, safe streets and improved public transit. That is the choice you are making today.

With this in mind, your choice is clear: rather than pouring limited resources into an expansion that benefits only a fraction of our community, we must focus on investments that yield immediate and broad-based benefits for every resident. I respectfully ask you to stand with our community by voting to reject the freeway expansion and by supporting initiatives that truly enhance the safety, efficiency, and sustainability of our transportation network.

Thank you for your commitment to a smarter, safer future for our region.

Sincerely,  
Nat West

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## Georgia Langer

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**From:** Lisa Westarp <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 5:43 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lisa Westarp  
**Email:** lisawestarp@gmail.com  
**Neighborhood/City:** Irvington/Alameda, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Before investing enormous sums in expanding freeways, we need to maintain the freeways and roads we already have. We need to give people alternatives to driving in cars by making our streets safe for people on bikes and people walking, and we need to make public transit more convenient. Safe streets, good public transit, and well-maintained roads draw people to Portland and make it a vibrant city people will want to visit and live in — not speed past on a great big superhighway. And looking to the long term, in order to reduce emissions and reduce pollution and reduce climate damage, we need alternatives to cars and trucks on freeways. How about passenger trains and light rail? Please do the right thing, please vote NO on the Rose Quarter Freeway Expansion MTIP amendments.

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## Georgia Langer

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**From:** Troy Winslow <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 12, 2025 8:23 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Troy Winslow  
**Email:** tj@yorkcollective.org  
**Neighborhood/City:** Portsmouth

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I urge you to reject the MTIP amendment that would funnel hundreds of millions more taxpayer dollars into the proposed \$1.9 billion Rose Quarter Freeway Expansion. We cannot afford to continue enabling ODOT's fiscal irresponsibility—time and again, we've seen ballooning costs for freeway projects that do nothing but sell our children's futures to the highest bidder while failing to solve congestion or improve mobility.

Instead of doubling down on an outdated, destructive freeway expansion projects, we should be investing in infrastructure that actually benefits our communities—local and regional rail, transit, and multimodal transportation efforts that reduce emissions, improve access, and align with our climate goals. A robust regional rail system, for example, would provide safe, efficient, and sustainable mobility while supporting economic and environmental justice.

ODOT has shown us where their priorities lie, and it's not with the people of Oregon—it's with the contractors and lobbyists pushing an endless cycle of freeway expansion at the expense of our communities. It's time for Metro and JPACT to break the cycle. Reject this amendment and prioritize investments that serve the future, not just the prospectors pushing the roadbuilding industry.

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## Georgia Langer

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**From:** Angela Zehava <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 13, 2025 3:40 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Angela Zehava  
**Email:** angela.zehava@stanfordalumni.org  
**Neighborhood/City:** Sellwood/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It sickens me that they have already wasted so much money—it's mind boggling—on a project that is deeply unpopular. They just keep trying to ram it down Portland's throat. The fact that it is getting built in/ON a traditionally Black neighborhood is just gross, and attempting to pay the neighborhood off with "development" doesn't make it less so. We can spend money on giving that neighborhood what IT wants and needs, separate from this damnable highway that will be wall to wall traffic congestion, poisoning everyone nearby.

I have lived in Houston, Texas and Los Angeles: Highways have NEVER solved congestion—everyone knows this.

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## Georgia Langer

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**From:** Stefan Andersson <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 8:49 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Stefan Andersson  
**Email:** ripcitybassworks@gmail.com  
**Neighborhood/City:** Goose Hollow / Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I respectfully urge JPACT and the Metro Council to reject the MTIP amendment to advance the Rose Quarter Freeway Expansion proposal. Not only are ODOT and local transportation agencies within the Portland region facing large funding deficits, this project represents an extreme financial risk to the region with looming federal budget cuts. Targeted multimodal safety improvements should get funding priority during times of financial uncertainty, not large megaprojects.

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## Georgia Langer

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**From:** Eli <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 11:06 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Eli  
**Email:** elibenjaminphoto@gmail.com  
**Neighborhood/City:** Woodlawn

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I would urge JPACT and the Metro Council to please reject the Rose Quarter Freeway Expansion MTIP amendments.

Firstly – we can't afford it. This project is already short \$1 billion dollars! Our city, state, and federal agencies are failing to maintain BASIC services and provide a BASIC level of safety. With what limited funds we do have, we should be focused more on vulnerable road users. This project is simply too expensive.

Secondly – even if we had tons of money waiting to be spent or huge federal guarantees (which we don't), this project falls short of any effective goal. Investing in more emissions, more fatal crashes, and more cars is counterproductive given the scale and urgency of the climate crisis and our socioeconomic decline. DECADES of research have demonstrated that adding highway capacity contributes to more driving, more trips, and more emissions (i.e. – induced demand). To argue that this project will reduce traffic and therefore emissions (like ODOT has) is insulting and wrong-headed.



We have already sunk too much money into overpaying consultants – and the costs will just keep piling up. It's never too late to make the right decision and re-focus on the more important goal of preventing further road deaths and climate destruction.

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## Georgia Langer

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**From:** Max Farbman <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 9:11 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Max Farbman  
**Email:** max.s.farbman@gmail.com  
**Neighborhood/City:** Buckman

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I strongly oppose the proposed funding for the Rose Quarter highway expansion. This project is an expensive and misguided attempt to widen a freeway at a time when Portland should be prioritizing investments in public transit, biking, and pedestrian infrastructure.

ODOT's own data shows that widening I-5 will not solve congestion but will instead induce more traffic, increase emissions, and further entrench car dependency. This directly contradicts Oregon's climate goals and regional commitments to reducing vehicle miles traveled. Instead of spending billions on a freeway expansion that will worsen air pollution in historically marginalized communities, we should be directing these funds toward transit improvements and safer streets that benefit everyone.

Furthermore, ODOT has repeatedly failed to be transparent about the true cost of this project. The price tag continues to balloon while basic questions about the design, environmental impact, and community benefits remain unanswered. The agency is relying on federal funding that remains uncertain, raising serious concerns about the project's financial viability. Given the shaky fiscal outlook, moving forward with this expansion risks leaving Oregon taxpayers on the hook for massive cost overruns while diverting resources from urgently needed transportation improvements.

Before moving forward, we need real accountability, a full environmental review, and a commitment to investments that align with our values—clean air, equitable transportation, and a livable city. I urge policymakers to reject this amendment and redirect funding toward sustainable, community-centered transportation solutions. Portland doesn't need more freeway lanes; it needs a future that prioritizes people over cars.

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## Georgia Langer

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**From:** Anders Hart <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 8:58 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Anders Hart  
**Email:** anderspeterhart@gmail.com  
**Neighborhood/City:** Eliot Neighborhood, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose the proposed amendment to add Phase 1 of the I-5 Rose Quarter Improvement Project to the MTIP for the reasons outlined in the letter submitted by No More Freeways. This project is fiscally irresponsible, especially given the uncertainty surrounding federal funding. It will increase local pollution, exacerbate climate change, and divert resources from essential maintenance, safety, transit, and active transportation investments. I also urge JPACT and Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

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## Georgia Langer

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**From:** Sarah Lombardi <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 1:10 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sarah Lombardi  
**Email:** lom.917@gmail.com  
**Neighborhood/City:** Portland (Brooklyn)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the MTIP amendment advancing the proposed Rose Quarter Freeway Expansion. Portlanders need more city, not a shrinking walkable footprint due to increased freeway footprints. Creating more roads will only create more pollution, create budget shortfalls, take funding away from infrastructure maintenance projects, and so on. We need to maintain the roads we have before attempting to construct new ones.

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## Georgia Langer

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Wednesday, March 19, 2025 11:34 PM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Submit testimony to Metro Council [#312]

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**Name \*** Matthew Alexander

**Email \*** [mdalexand1@gmail.com](mailto:mdalexand1@gmail.com)

**Your testimony**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. Please, even if you support the totality of the Rose Quarter project, vote against this amendment today and recommend that staff examine the objections listed in public comment on this item. For a project of this size (\$ billions), we must not simply rubber stamp what comes to us from ODOT without ensuring that the money will be spent in a way that will benefit our community and the environment.

**Is your testimony related to an item on an upcoming agenda? \*** Yes



## Georgia Langer

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**From:** Nick Mediati <info@nomorefreewayspx.com>  
**Sent:** Wednesday, March 19, 2025 11:51 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenery-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

**From:** Nick Mediati  
**Email:** nmediati@gmail.com  
**Neighborhood/City:** Cathedral Park, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I urge the JPACT and the Metro Council to reject the MTIP amendment and the expansion of I-5 through the Rose Quarter.

Roads around the Portland area are a mess and present a danger to drivers—and cyclists and pedestrians alike. Many streets are dangerous for pedestrians due to a lack of suitable sidewalks. Public transit has significant gaps—and will likely suffer under the current administration.

Let's fix and fund what we already have instead of throwing money at a freeway expansion project that won't fix traffic and will only worsen the climate crisis.

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## Georgia Langer

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**From:** Loren Shumaker-Chupp <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 9:07 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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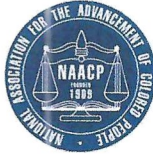
**From:** Loren Shumaker-Chupp  
**Email:** noisedamaged@gmail.com  
**Neighborhood/City:** King/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I urge JPACT and the Metro Council to vote to reject the MTIP amendment. Sinking billions more dollars into a project that does not have a balanced approach to transformation, expands freeways, and is wildly over budget is not just irresponsible, it's robbing us of future opportunities to better the region with other more equitable projects. Please do not rush to approve a project that is mismanaged, overpriced, and harmful to our region when climate change and budgetary concerns are at a critical high.

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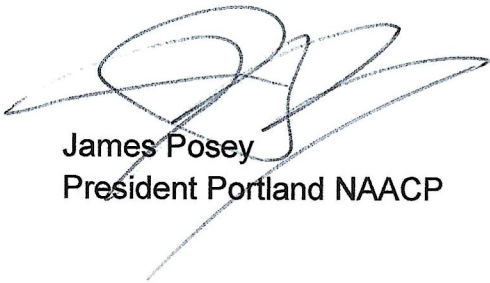
**NAACP**  
**PORTLAND BRANCH 1120**

March 20, 2025

TO: Metro Council

After decades of building highways in the Portland area that involved displacement, denigration, gentrification, and the eradication of black families, finally, the I-5 Rose Quarters expansion promises to create a measure of economic healing. It is with great satisfaction that Metro has agreed to support and enhance this project with economic progress focused on the black community.

All those who opposed this project do so without offering an alternative option for disenfranchisement the black community has suffered over the decades. While we are concerned about the health and well-being of the entire community, many would ignore or freeze the current economic despair characterizing every aspect of the black community. Our appreciation goes to Metro as a willing partner with ODOT to build a highway expansion to correct historical harm to the Black community



James Posey  
President Portland NAACP



March 20, 2025

Chair Juan Carlos González  
Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Ave, Portland, OR 97232

**Re: Bond Proposal Development**

Dear Chair González and members of JPACT,

Thank you for the opportunity to comment on the development of a regional transportation bond as a component of the 2028-2030 Regional Flexible Fund Allocation decision. Our comments represent a unified voice from the Clackamas County Coordinating Committee (C4), which is comprised of the County, its cities, community representatives, and special districts, including but not limited to urban and rural transit providers. On behalf of C4, we urge JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

The Sunrise Gateway Corridor is a vital economic and residential area that continues to experience rapid growth, yet remains one of the most unsafe transportation corridors in the region. Adjacent to some of the fastest growing cities in the state, the corridor is expected to support the creation of 14,000 jobs and over 17,000 new homes in coming years but lacks access to transit and basic safety features to be able to support this growth.

Over the last year, thousands of community members have collaborated with Clackamas County, TriMet, Metro, Happy Valley, and ODOT to co-create a vision for this corridor, emphasizing transit accessibility, multimodal infrastructure, and climate resilience. We ask that JPACT seize this opportunity to support that vision through strategic investment in a diverse and growing community.

For over forty years, local jurisdictions have advocated for regional investment in the Sunrise Corridor. However, substantial transit gaps, congestion, and inadequate infrastructure for pedestrians and cyclists remain in the corridor. The resulting safety concerns, frequent crashes, and transportation inefficiencies pose significant challenges to sustainable growth. Addressing these deficits will not only enhance mobility and economic development but also align with the region's climate goals by reducing reliance on single-occupancy vehicles.

Additionally, investing in the Sunrise Gateway Corridor supports critical climate resilience measures. The area experiences extreme heat island effects due to limited tree canopy and expansive impervious surfaces. Strategic investment in green infrastructure, shade structures, and transit-supportive development will help to mitigate these environmental challenges while improving public health outcomes. Furthermore, this corridor serves as a primary evacuation route for the wildfire-prone areas of east Clackamas County. Strengthening road capacity and transit accessibility here is a matter of public safety and climate adaptation.

JPACT has made access to transit a central focus of the bond criteria. As we collectively prepare for future growth, we must ensure that investment keeps pace with the needs of our region. The bond proposal presents a unique opportunity to correct historical underinvestment and provide the infrastructure necessary to support housing production, job access, and economic mobility. Prioritizing the Sunrise Gateway Corridor in this funding package aligns with regional and state transportation goals and will significantly enhance the livability and sustainability of our communities.

Thank you for your leadership and commitment to equitable regional investment. We look forward to continuing our partnership with JPACT to support transportation improvements that benefit the entire Metro area.

Sincerely,



Paul Savas, Commissioner  
Clackamas County  
C4 Co-Chair



Brian Hodson, Mayor  
City of Canby  
C4 Co-Chair

# MEMO

Date: March 19, 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Juan Carlos Gonzalez, JPACT Chair  
Subject: Regional Flexible Funds Allocation Step 1A.1: Bond package allocation referral for public comment

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To JPACT Members, alternates and interested parties,

In advance of tomorrow's JPACT meeting, I am sharing an updated RFFA Step 1A.1 bond proposal for us to consider. I have spoken with many of you over the past few weeks to find a path that moves forward a regionally significant package of investments for the Regional Flexible Funds Step 1A Bond development process. I want to extend my deepest gratitude to everyone who has worked with me to help this proposal come together.

## **Proposed Regional Flexible Fund Bond Proposal**

Below is the package of investments I would like to offer for tomorrow's discussion:

<b>Project</b>	<b>Bond Proceeds Amount</b>	<b>Additional Funds</b>
Tualatin Valley Highway Transit Project	\$28M	ODOT will contribute \$2M to fund project components
82 <sup>nd</sup> Avenue Transit Project	\$28M	The City of Portland has \$2M in additional Jurisdictional Transfer funds
Burnside Bridge Transit Access and Vehicle Priority Project	\$10M	
Montgomery Park Streetcar Extension	\$10M	
Sunrise Gateway Corridor Project	\$10M + \$2.5M	The region will contribute an additional \$2.5M by shifting funds identified for the RFFA Step 2 to increase the bonded amount <b>or</b> will identify a source of \$2.5M in up-front project funding
Total Bond Package	\$88.5M	

## **Additional information**

This package reflects a revised allocation amount of \$88.5M in Regional Flexible Fund bond proceeds. This amount, while \$4.5M higher than originally proposed, remains consistent with the financial principles of the Program Direction.

The additional amount will come from one of two mechanisms (or a combination thereof):

1. Financing through the bond for the additional funds. This will result in a reduction of funds available for RFFA Step 2 allocation beginning in 2028 and extending through 2039.
2. Up-front project funding contributed through the region's annual allocation of Step 2 Regional Flexible Funds ("pay-as-you-go" scenario). Again, this would result in a reduction



of funding available in the Step 2 allocation. This approach, however, may have a shorter duration in its effect on future Step 2 allocations.

After our JPACT meeting, Metro staff will prepare revised Step 2 allocation information that identifies the specific approach.

Thank you again for your willingness to consider our regional priorities together. I look forward to hearing your discussion tomorrow.

Sincerely,

Juan Carlos Gonzalez  
Metro Council District 4  
JPACT Chair

FOR IMMEDIATE RELEASE: March 17, 2025

## **NEIGHBORS DEMAND IMMEDIATE SAFETY MEASURES AFTER DEADLY CRASH ON SE POWELL BLVD**

**SOUTHEAST PORTLAND RESIDENTS CALL FOR ACTION AS  
LONG-OVERDUE SAFETY PROJECT REMAINS STALLED**

SE Portland, OR — Community outrage is mounting after the death of Roger Lee, who was killed while crossing SE Powell Boulevard on March 9. The South Tabor and Foster-Powell Neighborhood Associations are demanding immediate action from TriMet, ODOT, and PBOT to slow traffic and protect pedestrians along SE Powell between 52nd and 82nd Avenues—before another life is lost.

TriMet was awarded \$2 million in state transportation funds in 2016 for pedestrian safety improvements in this corridor, yet nine years later, no work has begun. Meanwhile, TriMet has completed two major projects—the \$175 million Division Transit Project and the \$215 million A Better Red expansion—while Powell remains a deadly hazard for pedestrians.

“We’ve gone before TriMet’s board three times—after multiple deaths—only to be met with excuses and empty promises,” said John Carr, vice chair of the South Tabor Neighborhood Association. “These are the kinds of tragedies that funding was supposed to prevent.”

### **A Pattern of Neglect**

On the night of March 9, Roger Lee was on his way home from a Trail Blazers game, taking TriMet Line 9. When he stepped off the bus at SE 67th and attempted to cross Powell, he was struck and killed by a motorcycle. Security footage shows the motorcycle accelerating rapidly just seconds before the crash.

This dangerous, unsignalized crossing sits at the heart of a busy community hub, with a grocery store, restaurants, and a dispensary drawing foot traffic. A parking lot on the south side forces pedestrians to cross Powell, a five-lane highway, with no marked crosswalks or safety measures.

“This isn’t just an oversight—it’s negligence,” said Juan Cummings, chair of the South Tabor Neighborhood Association. “State and local agencies know Powell is unsafe. They’ve known for years. Our tax dollars were allocated for pedestrian safety, yet people keep dying—and no one is treating it like the emergency it is.”

### **A Threat to Families & Children**

The situation is even more urgent for local families. Attendance boundaries for Kellogg Middle School, Franklin High School, and Arleta and Marysville elementary schools all cross Powell, forcing children to navigate a highway just to get to school.

“We want our children to walk and bike safely in their own neighborhood,” said Cummings. “No parent should feel forced to drive their kid five blocks because our streets are too dangerous. We have multi-generational families in this community—grandparents should be able to walk their grandkids to school without fearing for their lives.”

### **Community Demands Immediate Action**

The South Tabor Neighborhood Association is dedicating its March meeting to remembering Roger Lee and outlining immediate steps TriMet, ODOT, and PBOT must take. Residents will also take their fight directly to TriMet’s board meeting on March 26 to demand action.

“At the very least, the already-funded project needs to start now,” said Carr. “No more excuses. No more delays. And there are additional safety measures that can be implemented immediately—we’ve seen them work on Division, Foster, inner Powell, and 82nd Avenue. There’s no reason this stretch of Powell should still be a death trap.”

The community is calling on elected officials, transportation agencies, and media outlets to take notice and push for action. The time for delays and bureaucratic hot potato is over—residents need real safety measures before another life is lost.

### **For interviews or more information, contact:**

John Carr, vice chair of the South Tabor Neighborhood Association  
(503) 208-4331, [jcarrpdx@gmail.com](mailto:jcarrpdx@gmail.com)

###