

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 7, 2019
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Funding Package Options

Purpose

Brief JPACT on the preferred approach to develop TPAC's funding recommendation for Step 2 of the Regional Flexible Funds Allocation (RFFA).

Background

With the completion of the RFFA public comment report and having received three responses to the risk assessment report since the October JPACT briefing, additional information has become available for use in developing the region's list of projects to receive regional funds.

During their November meeting, TPAC discussed and selected a preferred approach to using the multiple sources of project information in developing a draft recommendation for discussion and action at the December JPACT meeting.

Funding Options

At the October TPAC meeting, Metro staff presented two options for development of a RFFA funding package approach. Both options were built around the 75/25 percent targets for the Active Transportation (AT) and Freight categories. Option 2 also considered using the Freight category funding for additional projects that have benefits in both categories.

Both options focus on the project technical ratings as the primary means of determining whether or not a project is prioritized for funding consideration. The technical evaluation rates candidate projects based on their performance in the priority policy objectives for RFFA projects as adopted by JPACT and the Metro Council. The difference between the two options is in which funding category (AT or Freight) certain projects are placed. Applicants had the option of requesting their project be considered to be eligible in both funding categories, recognizing that some projects provide both AT and freight mobility benefits. Projects requesting consideration in both categories were initially placed in the Freight category, due to the low number of applications received in that category. A second option (Option 2) reflects an expanded list of projects which could be considered eligible for consideration in both categories and places them in the Freight category.

Neither option should be construed as a recommendation from either Metro staff or TPAC. It is not Metro's intent, and it should not be assumed, that a project shown as prioritized in either option will be included in either TPAC's recommendation to JPACT, nor JPACT's recommended package.

Option 1 – 75/25 + Technical Rating. This option funds projects identified by applicants as Freight projects, plus two Multnomah Co. projects requesting consideration in both funding categories, with the Freight category funding target. Projects included in this option are prioritized based on their policy technical ratings.

There is a remainder of \$479,098 left in the Freight category, which is not sufficient to fund the next project (Sherwood: Blake St.)

The AT category funds the top eight projects, with \$481,767 left unallocated in this category, which is not sufficient to fund the next project (Oregon City: 99E).

Staff findings:

- 12 projects funded overall
- Balancing of remaining funds needed in final project selections for both categories

Option 2 – 75/25 + Technical Rating (w/additional Freight projects). This package option moves five AT projects which have Freight benefits, and could thereby be considered for funding in both categories, into the Freight category. The primary means of determining the Freight eligibility of an AT project is providing mode separation for AT modes on (or parallel to) a designated regional freight route. Staff analyzed the project proposals and identified five AT projects which met this criterion¹:

- Forest Grove: Council Creek Trail
- Washington Co.: Cornelius Pass Bike/Ped Bridge
- Oregon City: Hwy 99E Bike/Ped Improvements
- Gladstone: Trolley Trail Bridge Replacement
- Tigard: Red Rock Creek Trail

The option shows all five projects moved to the Freight category, as they all had a higher technical rating than other projects in the Freight category that would still receive freight target funding. As illustrated, this package prioritizes eight projects in the Freight category and six in the AT category, based on their policy technical ratings. The Freight category has a remainder of \$151,373 which is not sufficient to fund the next project (Multnomah Co.: 223rd Ave.) The AT category has \$2,455,827 remaining which is not sufficient to fund the next project (Washington Co.: Aloha.)

Staff findings:

- 14 highest rated projects are within funding capacity (2 more than Option 1)
- The technical performance of this Option is improved with the average score of projects unique to each Option improving from 8.4 in Option 1 to 13.4 in Option 2.
- Option 2 provides equal treatment of candidate projects that have benefits in both categories
- Balancing of remaining funds needed in final project selections for both categories

TPAC provided direction to utilize Option 2 as the starting point for developing a recommendation to JPACT.

¹ These projects are shaded blue in the accompanying Excel spreadsheet labeled “Option 2”

Developing a Funding Package

The TPAC-preferred option represents a starting point for developing a funding recommendation. Further adjustments are needed to address:

- Balancing to the total funding available in each category and overall
- The RFFA policy objective to fund projects throughout the region (without consideration of sub-allocation of funding)
- Consideration of risk assessment input, which may result in a funding award for project development activities only
- Coordinating Committee and City of Portland priorities, which may result in a project with a lower technical rating being included in the recommendation in lieu of a higher rated project
- Public comment input, showing relative support for projects
- Ensuring investment in a sufficient number of CMAQ-eligible projects

TPAC and JPACT will utilize these additional sources of input in developing their recommended package of projects at their December meetings.

Responses to Risk Assessment Report

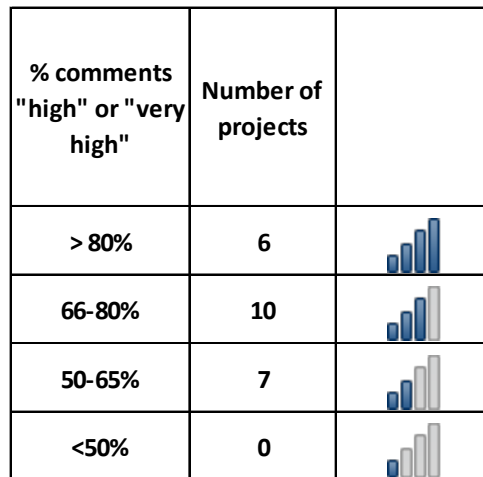
Staff from Kittelson and Associates reviewed the methodology used to develop their assessment of each project's relative degree of risk. While none of the projects have a degree of risk sufficient for them to be eliminated from consideration, applicants were provided the opportunity to provide responses indicating how they intend to address any issues raised through the risk assessment. The deadline for responding was October 23 and three responses were received from applicants (Forest Grove, Milwaukie, Tigard). This information may be used both to develop Conditions of Approval and/or to limit funding on a project (such as only funding a project development phase) to mitigate risks as a recommendation to JPACT is developed.

Public Comment Report

Input gathered through the public comment period (September 6 – October 7, 2019) is available at oregonmetro.gov/RFFA. Due to its size, it is not included with the materials for this meeting, but is available as a tool to help TPAC in its development of a recommendation to JPACT.

Public support is illustrated alongside the technical ratings and risk assessment outcomes in the Excel matrices included with the materials for this meeting. The relative level of support for each project is based on the percentage of the total number of comments received for each project (through the online survey tool) that indicated a "high" or "very high" level of support. The calculation for these percentages can be found on the spreadsheet tab labeled "detail." The relative degree of public support is illustrated as shown below in Figure 1.

**Figure 1:
Indicators of Level of Public Support**



All projects had at least 50 percent of their responses indicating “high” or “very high” support, so it can be inferred that the public response showed general support of all the proposed projects.

The overwhelming majority of the responses gathered in the public comment effort were captured through the online survey tool. 2,895 responses were submitted via the survey tool of a total of 2,973 responses submitted.² There is additional public input for each project, as well as demographic information detailed in the report, that is available to TPAC and coordinating committees to use in their determination of their priorities.

If specific concerns or issues were identified through public comments, those may be addressed through development of Conditions of Approval for a particular project.

Coordinating Committee and City of Portland Priorities

Each county coordinating committee and the City of Portland are given the opportunity to indicate which of the projects are their priorities to receive funds. This optional step provides JPACT and Metro Council with information about projects that best reflect local needs and provide benefits to the region beyond what is reflected in the other sources of input available to decision-makers.

The indication of priorities is due to Metro no later than November 20. Because of the need to send out the JPACT materials well in advance of the meeting, priority designations were not yet finalized by the coordinating committees and Portland to be available for this staff report. Updated information will be available at the JPACT meeting.

Coordinating committees and Portland have been requested to clearly indicate which projects are their priorities and to provide the rationale for making those priority recommendations, in order for the information to be most useful to TPAC and JPACT in developing and adopting an approved package of projects.

² There were additional responses received that were not relevant to the RFFA process, and are not included in this total.

Draft Conditions of Approval

Staff provided to TPAC draft conditions of project approval. Conditions of approval are included with all RFFA funding awards to address certain project-specific issues are addresses, and to ensure all projects are completed as applied for and as approved by JPACT and Metro Council. Metro staff and/or TPAC may recommend specific conditions for funded projects as warranted, based on issues identified in the risk assessment or through other means.

Additional materials

The City of Gresham has requested inclusion in the materials for this item of two project letters of support received from State Senator Laurie Monnes Anderson and State Representative Carla Piluso.

Next steps

At their December 6 meeting, TPAC will discuss this information and develop a draft recommendation for JPACT. JPACT is scheduled to consider and take action on the TPAC recommendation at their December 19 meeting. JPACT's recommendation will be provided to the Metro Council for their consideration in January.

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			TBD	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			TBD	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			TBD	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			TBD	Yes
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8	R		TBD	No
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$4,123,000	PD, Cons	15.8			TBD	Probable
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			TBD	No
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	\$6,468,000	PD, Cons	15.2			TBD	Probable
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000		PD	14.8			TBD	No
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684		Cons	14.6			TBD	Probable
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800		PD	13.8			TBD	No
Gresham: Division Street Complete Street	MU	\$5,240,760		Cons	13.6			TBD	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6			TBD	Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788		Cons	13	R		TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13			TBD	Yes
Tigard: Red Rock Creek Trail	WA	\$314,055		PD	11.6	R		TBD	No
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6			TBD	Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			TBD	Yes

funded: \$31,976,752
AT target amount: \$32,458,519
remainder: \$481,767

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			TBD	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			TBD	Not likely
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,768,040	Cons	8.8			TBD	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	\$3,862,190	PD, Cons	8.4			TBD	Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			TBD	No

funded: \$10,340,408
available: \$10,819,506
remainder: \$479,098

R = applicant responded to risk assessment
(Please see risk assessment report for details. oregonmetro.gov/RFFA)

total funded requests: \$42,317,160
estimated total RFFA Step 2 funding available: \$43,278,025
remainder: \$960,865

PD = Project Development
Cons = Construction

2022-24 RFFA Project Evaluation
Option 2 - 75/25 + Technical Rating (with additional Freight projects)

DRAFT FOR DISCUSSION

JPACT 11/21/19

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			TBD	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			TBD	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			TBD	Probable
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Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684		Cons	14.6			TBD	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760		PD, Cons	13.6			TBD	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6			TBD	Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788		Cons	13	R		TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13			TBD	Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6			TBD	Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			TBD	Yes

funded: \$30,002,692
AT target amount: \$32,458,519
remainder: \$2,455,827

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8	R		TBD	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			TBD	No
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Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4			TBD	Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			TBD	No

Shaded = Freight-eligible projects moved from AT category

funded: \$10,668,133
available: \$10,819,506
remainder: \$151,373

R = applicant responded to risk assessment
(Please see risk assessment report for details. oregonmetro.gov/RFFA)

total funded requests:	\$40,670,825	PD = Project Development
estimated total RFFA Step 2 funding available:	\$43,278,025	Cons = Construction
remainder:	\$2,607,200	

LAURIE MONNES ANDERSON
State Senator



STATE SENATE
DISTRICT 25

October 17, 2019

Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Selection Committee,

There are three worthy East Multnomah County projects that have been submitted for the 2022-2024 Regional Flexible Funds program. I would like to express my support for these projects and the benefits they will bring to our residents.

As a retired public health nurse, I care deeply about investing in options for a healthy lifestyle and increasing active transportation. These projects will benefit walking, biking, and making access to transit easier along important roadways in Multnomah County. The Division Complete Street project addresses a longstanding need to improve sidewalks and bike lanes in an area close to downtown Gresham and the Gresham Station shopping area. It is an important time to invest in this project, as it will support the Division Transit Project, the first rapid bus line in the metro region. This connection to rapid transit and the downtown Gresham regional center has been an important policy priority, and the complete street investment will benefit not only nearby residents but people throughout the region.

I also want to express my support for both the 223rd Avenue and Sandy Boulevard biking and walking applications submitted by Multnomah County. The project on 223rd will close an existing gap to improve safety, walking and biking on this important freight corridor adjacent to Blue Lake Park and the 40-mile loop. Sandy Boulevard is also an important freight route, and the Sandy Boulevard Project will address an important east-west connection in the active transportation network and reduce conflicts for everyone using this road.

Thank you for your consideration,

Laurie Monnes Anderson
State Senator, District 25





Carla C. Piluso
State Representative, House District 50
900 Court St. NE, H-491, Salem, OR 97301
503-986-1450
rep.carlapiluso@oregonlegislature.gov

October 15, 2019

Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Regional flexible funding for transportation projects

Dear Selection Committee:

I am writing to express my support for the City of Gresham's grant application for the Division Complete Street Project. This project will bring important improvements for safety, walking, biking, and transit on Division between Birdsdale Avenue and Wallula Avenue.

Division is an important street in Gresham, connecting the Centennial and Northwest neighborhoods to Gresham Station and downtown. The streets sees a lot of activity, and residents use Division every day. This section of Division includes key shopping destinations, child care centers, and places of worship. It is important to complete this section for our residents to have a safe and comfortable travel environment.

But there is a crucial gap that limits safe walking and biking. Building the Division Complete Street project will improve safety and comfort for pedestrians, bicyclists, and transit riders in the area, and also support station access to the Division Transit Project, our region's first rapid bus line.

This project has been a priority for the City, and I believe it is an excellent use of regional funding. Improving this area of Division will further our regional goals for equity, safety, and accessibility.

Thank you for your consideration. Sincerely,

Carla C. Piluso
Oregon State Representative, House District 50