



Clackamas  
County  
Coordinating  
Committee

*Promoting partnership among the County, its Cities and Special Districts*

**CLACKAMAS COUNTY COORDINATING COMMITTEE (C4)  
Agenda**

**Thursday, November 03,  
2016 6:45 PM – 8:45 PM**

Development Service Building  
Main Floor Auditorium, Room 115  
150 Beaver Creek Road, Oregon City, OR 97045

1. 6:45 p.m. **Pledge of Allegiance**  
**Welcome & Introductions**  
*Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs*  
**Housekeeping**
  - Approval of October 06, 2016 C4 Minutes **Page 02**
2. 6:50 p.m. **Regional Flexible Funds Allocation (RFFA) Comment Process Update**
  - Overview of process and introduction of materials
3. 6:55 p.m. **RFFA Project Presentations**
  - Project Summaries **Page 06**
4. 7:30 p.m. **Public Comment Period for RFFA Projects within Clackamas County**
5. 8:15 p.m. **CTAC Rankings of Clackamas RFFA Projects**
  - Supporting materials **Page 29**
6. 8:20 p.m. **C4 Member Discussion on RFFA Projects**
7. 8:45 p.m. **Adjourn**



Stephen Lashbrook facilitated the panel discussion and responses are summarized after each question.

1. Please tell us how your agency/industry fits into the “affordable housing” discussion and how your work impacts Clackamas County.

Responses ranged from:

- Provides direct access to housing, integrated health care, development of peer relationships, attainment of income through employment or benefits, clinical sites, wrap around, support services and employment programs. Have 2 projects in Clackamas County. Clackamas County does not have an adequate supply of recovery and homeless housing.
- Provides management and transit plans plus a new role around equitable housing across the region. Supports jurisdictions by convening local policy sessions, facilitating information sharing, best practices and explores regional funding solutions.
- Works with churches and non-profits to build and operate lower cost affordable housing for the homeless. Able to leverage private sources. Churches have a lot of land and property that can be invested for housing with a return in revenue.

2. From your industry’s perspective, what are the major problems facing the Portland region, and Clackamas County in particular, related to housing?

Responses ranged from:

- Housing is getting less affordable and is in a cycle where housing production is not catching up with demand. Pricing power will go down as market gets softer. Very little housing production and lending for development. The inadequate supply is increasing the rate of inflation.
- Inventory issue for affordable housing. There is a huge demand and need. Government bureaucracy limits the ability and supply.
- Government needs to look at zoning and system development charges (SDC’s) and release a request for proposal to private businesses and the community.
- Barriers, zoning and fees.
- Portland has had the fastest growth rate over the past five years. Second to San Francisco in rent rate. Income has been stagnant during this time. More people are paying 40, 50 and 60% of their income on housing. Displacement of families means less money circulating in communities. Becoming more expensive to build affordable housing.

3. What populations are experiencing the greatest need for housing and how can those needs be met? Answer can be either general or industry specific.

Responses ranged from:

- Median age is now approaching 55 years old for homelessness and poverty. 25% of population has an underlying mental health issue. Targeted rent support and employment services would be helpful. Need regional thinking and collaboration. Need to increase the supply and expand resources. Federal resources are being left on the table. This is a policy issue the county can get involved in.
- There is a shortage of affordable housing for those making less than 60% median income. Lack of entry level homeownership opportunities. Senior and intergenerational living opportunities. Cottage clusters and accessory dwelling units. Parking requirements add a lot to the cost of development. Some incentive tools are offered by the state through vertical housing tax credits. There are also new tools and incentives available around inclusionary zoning. There is a lot of publically owned land. Strategies for strategic land purchases.
- Look at failed developments and ask why. Think outside of the box. There is too long of a wait for subsidized housing.

- Government agencies and affordable housing funders need to examine their own efficiencies, look at how they do business and examine if they are driving up the cost. What could they do to bring down the cost? SDC and zoning waivers are needed. Private investors are interested in what we are doing and there is potential to partner and work with them. Mental illness, health and addiction are not being addressed and a lot of this population ends up in jails.
- 60% MFI is not readily available in the market today. Landlords are increasing rent as they see the market costs increase.

4. With so many players in the housing market, from houselessness services to high-end developments, how can all of the players work together to address the housing issues at large?

Responses ranged from:

- Supply across the whole spectrum is needed. When you tax a developer they don't pay the tax, it goes to the rent or the landlord.
- Communities need to be more sophisticated when we talk about affordable housing. Focus on a handful of ideas. How do you create an environment for an AIU and High End Developer? Too often we limit what can be done when we legislate or dictate how things are to be done.
- How might inclusionary zoning impact other parts of the region? Are there inclusionary incentives in other parts of the region?

5. What are local solutions that you can see which would make it easier for your industry to more easily address affordable housing needs? How can the County help you be more successful in the services you provide?

Responses ranged from:

- Tax exemptions for affordable housing. Other incentives to make it easier and less costly to build (zoning or SDC waivers). Local resources and subsidies.
- Gap financing. Tax exemptions for non-profit affordable housing. Community housing fund. Small grants and loans.
- Local solutions and subsidies. RV communities.
- Acquire and repurpose land.
- Cut time, time is money in the private sector. Regulatory flexibility. Release public assets to developers.

6. What is the single most important message you would like to share with the group?

Responses ranged from:

- Don't make the cure worse than the disease.
- How can we help those individuals that are living on Social Security and Disability checks?
- Land needs to go back into the private market. Put out RFP for private sector.
- Think collaboratively, comprehensively and connect housing to other infrastructures and jurisdictions.
- People are coming into our area relocating from California. Policies need to be top priority.

Misc. Comments and Questions from the Committee and Panel Members

- Younger workers and older workers have been impacted the most. More elderly have been pushed out of the work force during the recession and are now homeless.
- Need to have transit and jobs near developments. There are financial incentives available to developers near transit corridors.
- Private sector mostly from out of state are snatching up apartment complexes across the region. Portland is seen as an investors market.
- Preserving the supply of affordable housing is more cost effective than building new. Metro is working on a rental database to determine where these types of housing are located.

- 5-10% of housing is unoccupied. Vancouver is taxing non-occupied homes and foreign buyers and are thinking about taxing Air B&B's. Would these strategies work in our region?
- Question regarding Pedcor project (County low-income housing project) which Chair Ludlow provided background on. Policy session can be viewed at <http://www.clackamas.us/bcc/presentation.html>

**Regional Flexible Funds Allocation (RFFA) Comment Process**

A list of projects and technical rankings through JPACT will be released tomorrow for a 30 day comment period. After the comment period is closed, the rankings will be given to the coordinating committees for comment by November 17<sup>th</sup>. During November and December, JPACT will review the recommendations, comments and committee feedback and make a final decision in January 2017.

Members discussed whether or not C4 or a group made up of only the urban cities should make the recommendations for the RFFA funds since the funds are being issued inside the urban growth boundary and affects only those jurisdictions inside the boundary. The group reached consensus to allow C4 to facilitate discussion at their November 3 meeting, but for C4 Metro Subcommittee to make the final recommendation at their November 9 meeting.

The Clackamas County Coordinating Committee recommendation process for RFFA will be:

October 19 <sup>th</sup>	C4 Metro Subcommittee review Metro score/ranking of RFFA applications
October 25 <sup>th</sup>	CTAC Review Process
November 3 <sup>rd</sup>	C4 Presentations by applicants, public comment, C4 discussion
November 9 <sup>th</sup>	C4 Metro Subcommittee – Final decision for RFFA recommendation

**Monthly Updates**

Land Use Advisory Subcommittee re Affordable Housing

The ad-hoc committee has met once and plans to come back in December with recommendations. They have reviewed information from the retreat and are gathering resources in each jurisdiction to look at what is available and identify gaps.

JPACT Update

Mayor Knapp provided the update for JPACT, who will be discussing the regional leadership forum and active transportation projects.

MPAC Update

Councilor Collette provided the update for MPAC, who will be receiving updates regarding the Regional Transportation Plan.

**Adjourn at 9:10 p.m.**

**MEMORANDUM**

**TO:** Clackamas County Coordinating Committee  
**FROM:** Stephen Williams, Principal Transportation Planner  
**DATE:** October 26, 2016

**SUBJECT:** Prioritization of Clackamas County RFFA Proposals for Submittal to Metro

**Metro RFFA Process**

Applications were submitted at the end of August seeking Regional Flexible Fund grants from Metro for Active Transportation Projects. A total of \$25.81 million is available and 27 Active Transportation projects were submitted region-wide, with 6 proposals submitted from Clackamas County localities. At the same time proposals were also submitted for Regional Freight projects, although none from Clackamas County localities.

The Active Transportation proposals have been undergoing an extensive review process at the regional level including both technical and public review. During September, Metro convened a 5 member technical committee to review and score the projects based on the following 10 criteria, some of which scored up to 45 points, some of which scored up to 30 points and some that scored up to 15 points.

1. Disadvantaged Communities	45
2. Safety Benefit	45
3. Access to Priority Destinations	45
4. Serves High Density or High Growth Area	45
5. Addresses a Gap in RTP Active Transportation Network	30
6. Improve User Experience	30
7. Last Mile Connection to Transit	30
8. Public Engagement Process	15
9. Funds Leveraged	15
10. Reduces Need for Highway Expansion	15

**Attachment A** shows the overall scoring of all 27 Active Transportation Projects that were submitted region-wide.

There are several additional steps in the Metro process to selecting projects for funding are either underway or will take place in coming weeks:

- **Metro Public Input Process** – Metro released the project proposals and technical committee scores for a public comment period extending from October 7 to November 7. This process includes online public input as well as a public input session on October 27. The results of the public input will be released on November 10.
- **Coordinating Committee Priorities** – Metro is providing an opportunity for the coordinating committees from the three counties as well as the Portland City Council to provide input to Metro on their project priorities. Developing those priorities is the purpose of the current process being carried out by C4, C4 Metro Subcommittee and CTAC. Coordinating committee priorities are required to be submitted to Metro by November 17.
- **Metro Decision Process** – Once all the input is received Metro will conduct their decision making process. TPAC will discuss the proposals at their meeting on November 18. Metro Council will hold a work session at which they will be briefed on the RFFA process. JPACT will have a discussion on December 15. TPAC will have

further discussion and make recommendations at their meeting on December 16 or January 6, 2017. JPACT will consider a request to take action at their meeting on January 19, 2017. Metro Council will consider the JPACT action at their meeting on February 2, 2017.

### **RFFA Active Transportation Proposals from Clackamas County**

Six proposals were submitted by Clackamas County localities:

1. Clackamas County: Monroe Street Active Transportation Project
2. Milwaukie: Monroe Street Neighborhood Greenway
3. Oregon City: Molalla Ave – Beaver Creek Rd to Hwy 213
4. West Linn: Hwy 43 Multimodal Transportation Project
5. West Linn: I-205 Bike/Ped Trail
6. Wilsonville: I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)

**Attachment B** summarizes each of the projects using materials copied from the proposal, including the project description, project financing and a map. **Attachment C** shows the scores by Metro’s technical committee for each of the 6 Clackamas County projects for each of the 10 Metro criteria.

### **CTAC Evaluation of Proposals**

At their October meeting, CTAC evaluated the six proposals submitted by Clackamas County localities using the following guidelines selected by C4 Metro Subcommittee at their meeting in July:

#### **Tier 1**

1. Project competitiveness based on Metro criteria
2. Geographic equity including historical data on awards in previous funding cycles
3. Appropriate sized grant funding request for RFFA project

#### **Tier 2**

4. County/regional benefit of the proposed project
5. Project local match contribution

Some overlap exists between the Metro scoring criteria and the guidelines selected by C4 Metro Subcommittee. Metro’s technical group scoring was used by CTAC for scoring Guideline #1 (Project competitiveness based on Metro criteria), #4 (County/regional benefit of the proposed project) and #5 (Project local match contribution). The geographic equity evaluation was carried out by dividing the portion of the county within Metro into three geographic areas. **Attachment D** depicts the three areas CTAC used for the geographic equity analysis (identified on the map as “West,” “Central,” and “East”). **Attachment E** shows RFFA grant awards from the last four cycles to localities within each of the three geographic areas. This grant award data demonstrates that the East and Central areas each received a much greater amount of RFFA funds awarded over the last four cycles than the West area. The CTAC evaluation of appropriate sized grant funding request was left to each CTAC member based on their experience.

Project scores were provided by seven CTAC members representing Clackamas County, Happy Valley, Lake Oswego, Milwaukie, Oregon City, West Linn and Wilsonville. CTAC representatives did not score their own proposals. The scores were then averaged for each of the guidelines and summed to create an overall CTAC score. **Attachment F** summarizes the CTAC scoring for each criteria for all six proposals. A single page evaluation sheet was created for each project that includes the project score and comments from CTAC members.

**Attachment G** contains the evaluation sheet for all six proposals from Clackamas County localities.

## **CTAC Recommendation**

Based on their evaluation CTAC recommends that the projects should be prioritized in the following order:

1. West Linn: Hwy 43 Multimodal Transportation Project
2. Oregon City: Molalla Avenue Beaver Creek Road to Hwy 213
3. Wilsonville: I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)
4. Clackamas County: Monroe Street Active Transportation Project
5. Milwaukie: Monroe Street Neighborhood Greenway
6. West Linn: I-205 Bike/Ped Trail

## **CTAC Comments on Scoring**

In their discussion CTAC members noted several ways in which their rankings of the projects diverged from the scores by the Metro technical committee. Specifically, the West Linn: Hwy 43 Multimodal Transportation Project was ranked #17 by the Metro technical committee and #1 by CTAC. Also the CTAC scores ranked the Oregon City: Molalla Avenue project slightly above the Wilsonville I-5 Pedestrian & Bikeway Bridge. CTAC members identified several reasons for why this occurred.

1. Different criteria – there was overlap between the Metro criteria the guidelines selected by the C4 Metro Subcommittee in many respects, but there were also differences. Geographic equity has been an important factor for members of C4 and C4 Metro Subcommittee. There was no criteria in Metro’s scoring for geographic equity because Federal Highway Administration does not allow MPOs to consider the geographic distribution of projects in their funding decisions. The data on previous RFFA awards within the county was a powerful argument in favor of the West Linn Hwy 43 and Wilsonville I-5 Pedestrian and Bikeway Bridge projects because there was limited awards of RFFA funds in the West area and none in West Linn.
2. Coordination with Other Grant Awards – CTAC members viewed the opportunity to combine RFFA funds with the ODOT STIP Enhance funds previously awarded to West Linn Hwy 43 project to be a very important aspect of that project that justified giving the project a higher score for match/leverage.
3. Disadvantaged Populations – The Metro scoring criteria placed a heavy emphasis on projects that served the needs of disadvantaged populations due to Federal Highway Administration requirements. As applied that criteria favored projects that went through areas with disadvantaged populations rather than those projects that would be used by members of disadvantaged populations. CTAC members felt that the West Linn Hwy 43 project deserved a higher score for that criteria due to the fact that it would provide an important regional connection serving such populations.
4. Improves Access to and from Priority Destinations – Members of CTAC also felt that the scoring of the West Linn Hwy 43 project did not receive a high enough score to adequately reflect the improved access to schools, university, mixed use centers and large employment areas.



# Attachment A

## 2019-21 RFFA Project Applications Metro Technical Committee Scores

### Active Transportation/Complete Streets - \$25.81 M available

Project name	Applicant	Sub-region	Total project	RFFA request	Cumulative RFFA Request	total	rank
NE Halsey Safety and Access to Transit	City of Portland	Portland	\$5,160,000	\$2,992,800	\$2,992,800	288	1
Connected Cully: NE 72nd Av Ped/Bike Parkway	City of Portland	Portland	\$5,996,306	\$2,998,153	\$5,990,953	285	2
<b>I-5 Pedestrian &amp; Bikeway Bridge: (Town Ctr Lp to Barber St)</b>	<b>City of Wilsonville</b>	<b>Clackamas</b>	<b>\$2,950,000</b>	<b>\$2,250,000</b>	<b>\$8,240,953</b>	<b>280</b>	<b>3</b>
Jade & Montavilla Connected Centers	City of Portland	Portland	\$7,883,000	\$3,941,500	\$12,182,453	274	4
Beaverton Creek Trail: (Westside Trail to Hocken Ave)	THPRD	Washington	\$4,616,515	\$3,892,399	\$16,074,852	270	5
<b>Molalla Ave: (Beavercreek Rd to Hwy 213)</b>	<b>City of Oregon City</b>	<b>Clackamas</b>	<b>\$7,985,379</b>	<b>\$3,985,379</b>	<b>\$20,060,231</b>	<b>268</b>	<b>6</b>
Outer Stark/Halsey Complete Streets	City of Portland	Portland	\$335,000	\$300,000	\$20,360,231	268	6
<b>Monroe St Active Transportation</b>	<b>Clackamas County</b>	<b>Clackamas</b>	<b>\$6,073,647</b>	<b>\$3,000,000</b>	<b>\$23,360,231</b>	<b>262</b>	<b>8</b>
Herman Rd Active Transportation Corridor	City of Tualatin	Washington	\$725,000	\$625,000	\$23,985,231	256	9
<b>Projects that can be fully funded with RFFA AT Funds</b>							<b>\$23,985,231</b>
<b>Remaining RFFA AT Funds</b>							<b>\$1,824,769</b>
Cleveland St: (Stark to Burnside)	City of Gresham	Multnomah	\$4,188,181	\$3,141,156	\$27,126,387	251	10
Brentwood-Darlington SRTS	City of Portland	Portland	\$6,201,000	\$3,100,850	\$30,227,237	248	11
Cornfoot Rd MUP	Port of Portland	Portland	\$3,708,539	\$3,327,672	\$33,554,909	245	12
Hillsdale Town Center Pedestrian Connections	City of Portland	Portland	\$3,128,000	\$2,346,000	\$35,900,909	243	13
Westside Trail Bridge Design (US26)	Washington County	Washington	\$1,011,492	\$800,000	\$36,700,909	243	13
Cornelius Pass Bike/Ped Bridge	Washington County	Washington	\$898,000	\$800,000	\$37,500,909	240	15
David Douglas SRTS	City of Portland	Portland	\$6,096,000	\$3,048,000	\$40,548,909	239	16
Sandy Blvd: (Fairview to NE 223rd)	Multnomah County	Multnomah	\$5,928,486	\$5,319,631	\$45,868,540	238	17
<b>Hwy 43 Multimodal Transportation Project</b>	<b>City of West Linn</b>	<b>Clackamas</b>	<b>\$5,810,000</b>	<b>\$3,400,000</b>	<b>\$49,268,540</b>	<b>238</b>	<b>17</b>
N Portland Greenway Trail	City of Portland	Portland	\$3,637,100	\$2,909,680	\$52,178,220	237	19
Fanno Creek Trail: (Bonita to Ki-a-Kuts Br)	City of Tigard	Washington	\$7,615,600	\$6,700,600	\$58,878,820	234	20
Division St: (Birdsdale to Wallula)	City of Gresham	Multnomah	\$4,612,380	\$3,459,284	\$62,338,104	233	21
<b>Monroe St Neighborhood Greenway</b>	<b>City of Milwaukie</b>	<b>Clackamas</b>	<b>\$2,900,000</b>	<b>\$2,320,000</b>	<b>\$64,658,104</b>	<b>233</b>	<b>21</b>
Johnson St School Access Improvement	Washington County	Washington	\$6,000,000	\$4,700,000	\$69,358,104	226	23
Hogan Rd: Powell to Rugg	City of Gresham	Multnomah	\$10,763,606	\$9,633,428	\$78,991,532	220	24
Highland/Pleasant View/190th: (Powell to Cheldelin)	City of Gresham	Multnomah	\$11,316,072	\$8,487,054	\$87,478,586	196	25
Highway 99W Sidewalk Improvements	City of Sherwood	Washington	\$2,518,000	\$2,168,000	\$89,646,586	178	26
<b>I-205 Bike/Ped Trail</b>	<b>City of West Linn</b>	<b>Clackamas</b>	<b>\$3,431,374</b>	<b>\$2,778,873</b>	<b>\$92,425,459</b>	<b>111</b>	<b>27</b>

# Attachment B

## Clackamas County - Monroe Street Active Transportation Project

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### **Project Description:**

**Facility or area: street(s), intersection(s), path or area:** Monroe Street between Linwood Avenue Fuller Road, Boyer Drive between Fuller Road and 85<sup>th</sup> Avenue, 85<sup>th</sup> Avenue and Spencer Drive to the intersection with the I-205 Multiuse Path.

**Beginning facility or milepost:** Intersection of Monroe Street and Linwood Avenue

**Ending facility or milepost.** Intersection of Spencer Drive with the I-205 Multiuse Path

### **Provide a brief description of the project elements:**

Located in northern Clackamas County, Monroe Street has been envisioned by local and regional governments as a primary active transportation route stretching west from the I-205 Multiuse Path in the unincorporated area to the Trolley Trail in Milwaukie. This connection would improve local access to two lines on the MAX regional light rail system – the Green Line along I-205 and the Orange Line in Milwaukie and provide safer bicycling and walking to and within the Clackamas Regional Center.

The need for this connection is a result of the street grid as developed in this portion of unincorporated Clackamas County and City of Milwaukie. In the area, there are only two continuous streets connecting the east and west sides of the area - Monroe Street and King Road, between 2 and 3 blocks north of Monroe Street. King Road is the main connection for vehicular traffic and the most recent data for King Road shows a daily traffic volume of 12,635 vpd. As such it is a very uncomfortable and unsafe choice for children, teens and inexperienced adult cyclists. The second continuous east-west route, Monroe Street, is the better choice for the creation of an east-west active transportation connection. Completion of this project and the companion project in Milwaukie on the west end of the corridors will link downtown Milwaukie and the Clackamas Town Center, connecting local neighborhoods to jobs and essential services along the way. Recognizing this, Clackamas County and the City of Milwaukie have been working in tandem using ODOT TGM funds to plan the redevelopment of the corridor as an active transportation corridor incorporating Complete Streets principles. The Clackamas County section of this corridor, the subject of this application was planned in the Monroe Neighborhood Street Design Plan, which was funded with a TGM grant from the Oregon Department of Transportation.

Addressing the identified regional need while being sensitive to the neighborhood context required a great deal of effort in planning for this corridor. Existing cross-sections, available right-of-way and overall street character vary throughout the length of the project. As a result, the proposed design treatments vary throughout the project to address different contexts and needs. The common elements across the entire proposed project include the following:

**Continuous Pedestrian and Bicycle Connection** – The proposed project will provide a continuous pedestrian and bicycle connection across facilities that are appropriate to the neighborhood context – “cycle track” and “bike boxes” in the highest traffic locations, multiuse paths in moderate traffic areas, “sharrow” pavement markings in locations with low traffic and sufficient pavement width.

**Gateway and Wayfinding Signage** – A gateway sign is proposed to be placed on the I-205 Multiuse Path at the intersection with Spencer Drive with wayfinding signage the entire length of the Monroe Street Active Transportation Corridor.

**Improved Safety** – The Monroe Street project will improve safety for all users by incorporating traffic calming design features to decrease traffic speed and increase driver attention to their surroundings including raised intersections, raised crosswalks, curb “chicanes,” speed cushions, and a mini-roundabout.

**Access for those with Disabilities** – The project area has a high incidence of persons with disabilities but no ADA accessible facilities. This project will greatly improve ADA accessibility through the provision of the multiuse path and sidewalks as well as 33 ADA compliant curb ramps.

In total there are 7 segments with various cross-sections that make up this project running from the intersection of Monroe Street and Linwood Avenue to the intersection of Spencer Drive and the I-205 Multiuse Path (see Figure 1). Six of the segments are proposed for funding through this RFFA proposal (segments 1 to 4, 6 and 7 on Figure 10. The portion shown as Segment #5 on Figure 1 is already underway and will be constructed by the North Clackamas Revitalization Area during 2017. Although not proposed for funding in this project it is included on the map and in this discussion since it is the critical link connecting the west and east portions of the project and creates a complete corridor. The following describes all the segments of the proposed project from west to east:

1. **Monroe Street from Linwood Avenue to Maplehurst Avenue** (Figure 1 Segment #1) - 12 foot multiuse path.
2. **Monroe Street from Maplehurst Avenue to 72<sup>nd</sup> Avenue** (Figure 1 Segment #2) 10 foot multiuse path.
3. **Monroe Street from 72<sup>nd</sup> Avenue to 77<sup>th</sup> Avenue** (Figure 1 Segment #3) - 12 foot multiuse path through an existing 200 foot unimproved gap in Monroe Street between the intersection of Monroe Street and 77<sup>th</sup> Avenue and the west end of the east section of Monroe Street.
4. **Monroe Street from 77<sup>th</sup> Avenue to Fuller Road** (Figure 1 Segment #4) – 12 foot wide multiuse path from 77<sup>th</sup> Avenue through the “Gap.” East of the “Gap” to Fuller Road the proposal is for 5-6 foot sidewalks on both sides of Monroe Street and “sharrow” pavement markings.
5. **Boyer Drive extension between 82<sup>nd</sup> Ave and Fuller Road** (Figure 1 Segment #5) - will include 12 foot shared use paths on both sides of Boyer Drive with a “bikebox” at both intersections. This segment is funded by the North Clackamas Revitalization Area and will begin construction in spring 2017.
6. **Boyer Drive between 82<sup>nd</sup> Avenue and 85<sup>th</sup> Avenue and 85<sup>th</sup> Avenue to Spencer Drive** (Figure 1 Segment #6) - will include 6 foot sidewalks and 6 foot bike lane on both sides of the road from Boyer Drive to 85<sup>th</sup>. 85<sup>th</sup> Avenue between Boyer Drive and Spencer Drive is a wide, low traffic street and the proposal is for signage and “sharrow” pavement markings only.
7. **Spencer Drive East of 85<sup>th</sup> Avenue** (Figure 1 Segment #7) – the route will follow Spencer Drive from 85<sup>th</sup> Avenue east to the existing bike and pedestrian access to the I-205 Multiuse Path. Traffic volume in this segment is very low and the improvements proposed will include “sharrow” pavement markings, bicycle wayfinding signage and a gateway sign at the intersection with the I-205 Multiuse Path.

**Project Funding:**

Total cost for the project including full design, right-of-way, and construction is estimated to be \$6,073,647. Attached is a completed Cost Methodology workbook in Appendix E. **This application requests \$3,000,000 in RFFA Active Transportation funds. Local funds in the amount of \$3,073,647 will be provided by the Clackamas County Development Agency – North Clackamas Revitalization Area.**

**Total project cost:** \$6,073,647.

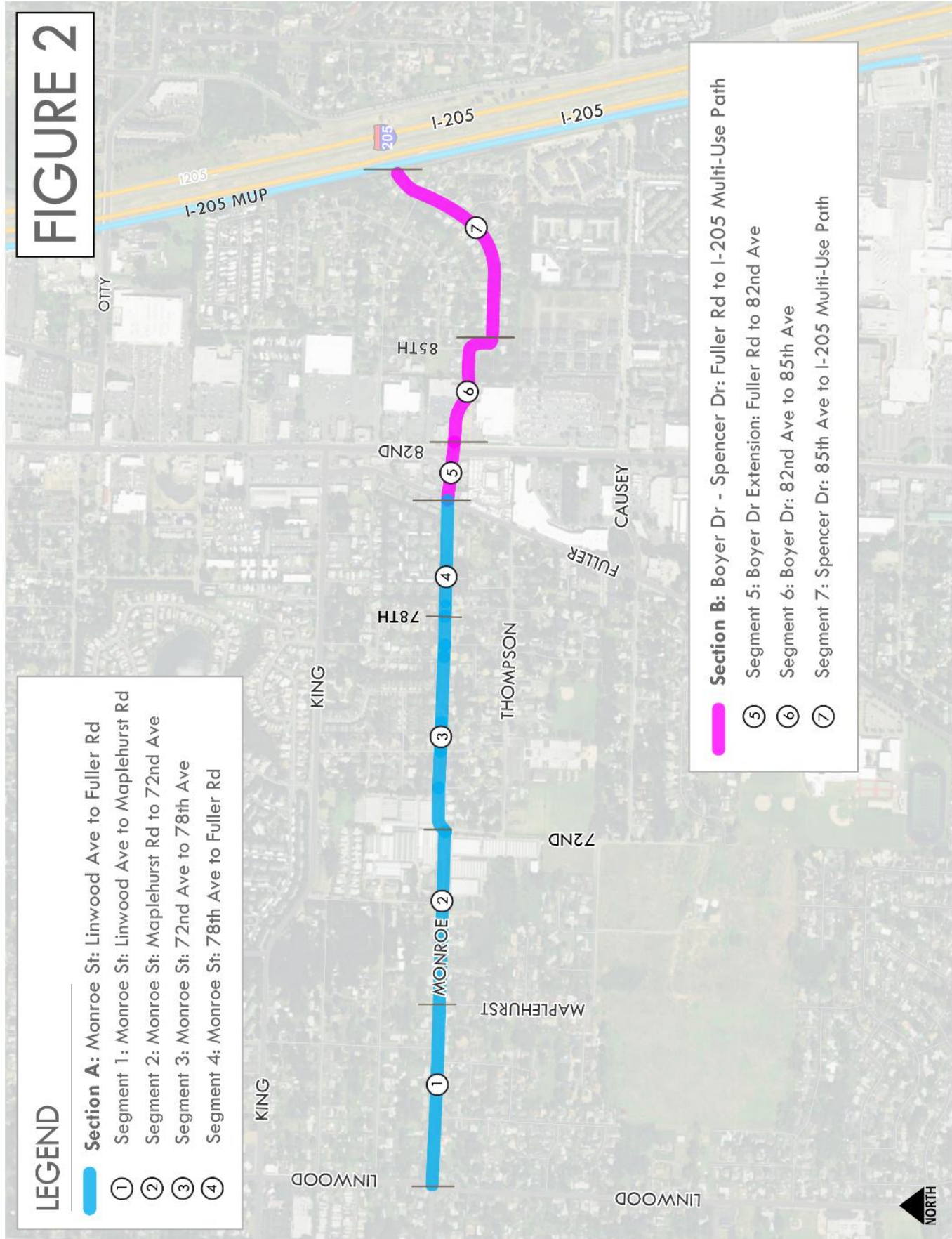
**RFFA funding request by project phase:**

	Total by Phase	RFFA Request	Local Funds
P.E. and Environmental	\$ 645,074	\$ 318,626	\$ 326,448
ROW acquisition	\$ 1,591,158	\$ 785,932	\$ 805,226
Construction	\$ 3,837,415	\$ 1,895,442	\$ 1,941,973
	<b>\$ 6,073,647</b>	<b>\$ 3,000,000</b>	<b>\$ 3,073,647</b>

# LEGEND

- Section A:** Monroe St: Linwood Ave to Fuller Rd
- ① Segment 1: Monroe St: Linwood Ave to Maplehurst Rd
- ② Segment 2: Monroe St: Maplehurst Rd to 72nd Ave
- ③ Segment 3: Monroe St: 72nd Ave to 78th Ave
- ④ Segment 4: Monroe St: 78th Ave to Fuller Rd

# FIGURE 2



- Section B:** Boyer Dr - Spencer Dr: Fuller Rd to I-205 Multi-Use Path
- ⑤ Segment 5: Boyer Dr Extension: Fuller Rd to 82nd Ave
- ⑥ Segment 6: Boyer Dr: 82nd Ave to 85th Ave
- ⑦ Segment 7: Spencer Dr: 85th Ave to I-205 Multi-Use Path



# Milwaukie - Monroe Street Neighborhood Greenway

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## **Project Description:**

**Facility or area: street(s), intersection(s), path or area.** Monroe Street

**Beginning facility or milepost.** Trolley Trail (McLaughlin Blvd.)

**Ending facility or milepost.** Linwood Avenue

**Provide a brief description of the project elements.**

The project includes a range of traffic calming, placemaking and stormwater management features by the construction of roadway elements such as chicanes, traffic circles, diverters, curb extensions, refuge islands, and green street treatments to provide a road suitable for bicycles through a mixture of sharrows, dedicated bike lanes, and separated bicycle route. Pedestrians are provided for by the construction of a mixture sidewalks and a separated pervious path. In addition, the project will provide wayfinding, directional pavement markings, improved crossings, signalization, and enhanced lighting.

The Monroe Street Neighborhood Greenway provides an important regional Active Transportation connection in Milwaukie and northwest Clackamas County. Together with the Clackamas County portion, the combined project would link the I-205 multiuse path in the east with the Trolley Trail in the west. The proposed greenway improvements would provide a safe, continuous way for bicycles and pedestrians to access both local and regional destinations.

At the western end of Monroe Street are Riverfront Park, downtown businesses, the Sunday Farmers Market, several schools, and residential areas designated for high density. The eastern portion of the Monroe Street route includes the Clackamas Town Center and other commercial areas along 82nd Avenue, passing another public park and an elementary school along the way. The route runs through four Milwaukie neighborhoods, including two that are identified in the City's Transportation System Plan (TSP) as transit disadvantaged (Hector Campbell and Linwood). In addition, the western half of the greenway route in Milwaukie (west of 42nd Avenue) is identified in 2010 Census Block Group data as having low to moderate income levels.

The City's TSP designates the Monroe Street Neighborhood Greenway as a high priority project. It includes key safety improvements for bicycles, pedestrians, and vehicles where Monroe Street crosses Highway 224 as well as at the intersection with Linwood Avenue. Pedestrian improvements to both of those crossing/intersections with Monroe Street are listed separately in the TSP and designated as high-priority projects. The changes proposed specifically for the Highway 224 crossing will not only improve the safety of that intersection but will also improve the function of the two adjacent highway intersections at Harrison Street and Washington/Oak Streets.

The Monroe Street Neighborhood Greenway provides an important connection between the new Orange line light-rail in downtown Milwaukie with the Green line light-rail along I-205. It would facilitate multiple modes of travel serving the employment areas in downtown Milwaukie and those in the 82nd Avenue and Clackamas Town Center areas. The provision of a 7-ft-wide asphalt path on the north side of Monroe Street between 42nd Avenue and Linwood Avenue and together with the on street bicycle facilities would close a significant gap in pedestrian and bicycle facilities for residents in the eastern neighborhoods of Milwaukie. Currently, pedestrians in that area walk in the street if they walk at all.

By providing safer facilities, with reduced vehicle volumes and lower vehicle speeds, the proposed greenway improvements will encourage bicyclists of all levels and abilities to use the Monroe Street route. Pedestrians

will have facilities where there were none before, with safer crossings and calmer vehicle traffic to contend with. Increased trips by both types of users along the greenway route are anticipated.

The project will result in an engineered design that effectively makes the entire portion of the route in Milwaukie “shovel ready” for construction, putting the City in excellent position to capitalize on future funding opportunities. The design process will include an outreach component that engages local residents in determining the details of some of the specific elements of the design, providing opportunities for broader education about the benefits of active transportation.

### **Project Funding**

The City of Milwaukie City Council has adopted a resolution approving this nomination (See Letters of Authorization). The project will be funded with City funds from the newly created Bicycle and Pedestrian Accessibility Program. The required City match is programmed to be available for the 2019-2021 budget cycles and will be allocated if the City of Milwaukie is awarded the requested grant funds. The City is only requesting Preliminary Engineering and Right-of-Way acquisition as part of this grant application and is confident that these elements can be completed within the 2019-2021 timeframe. The City has budgeted for additional traffic studies and conceptual design during the 2017- 2018 timeframe to prepare for implementation of the Monroe Street Neighborhood Greenway Concept Plan. This project is identified as a high priority by the City of Milwaukie City Council as well as Clackamas County (See letters of support). Other letters of support show that the project is supported by local and regional groups and organizations and the concept plan has been adopted by the Milwaukie City Council. An extensive public engagement process took place during the concept plan development and will continue through the Preliminary Engineering phase.

Total project cost (Include and describe any cost elements beyond those funded by the request + match):

\$12,720,000, includes and estimated construction cost of \$9,820,000 that is not part of this grant application.

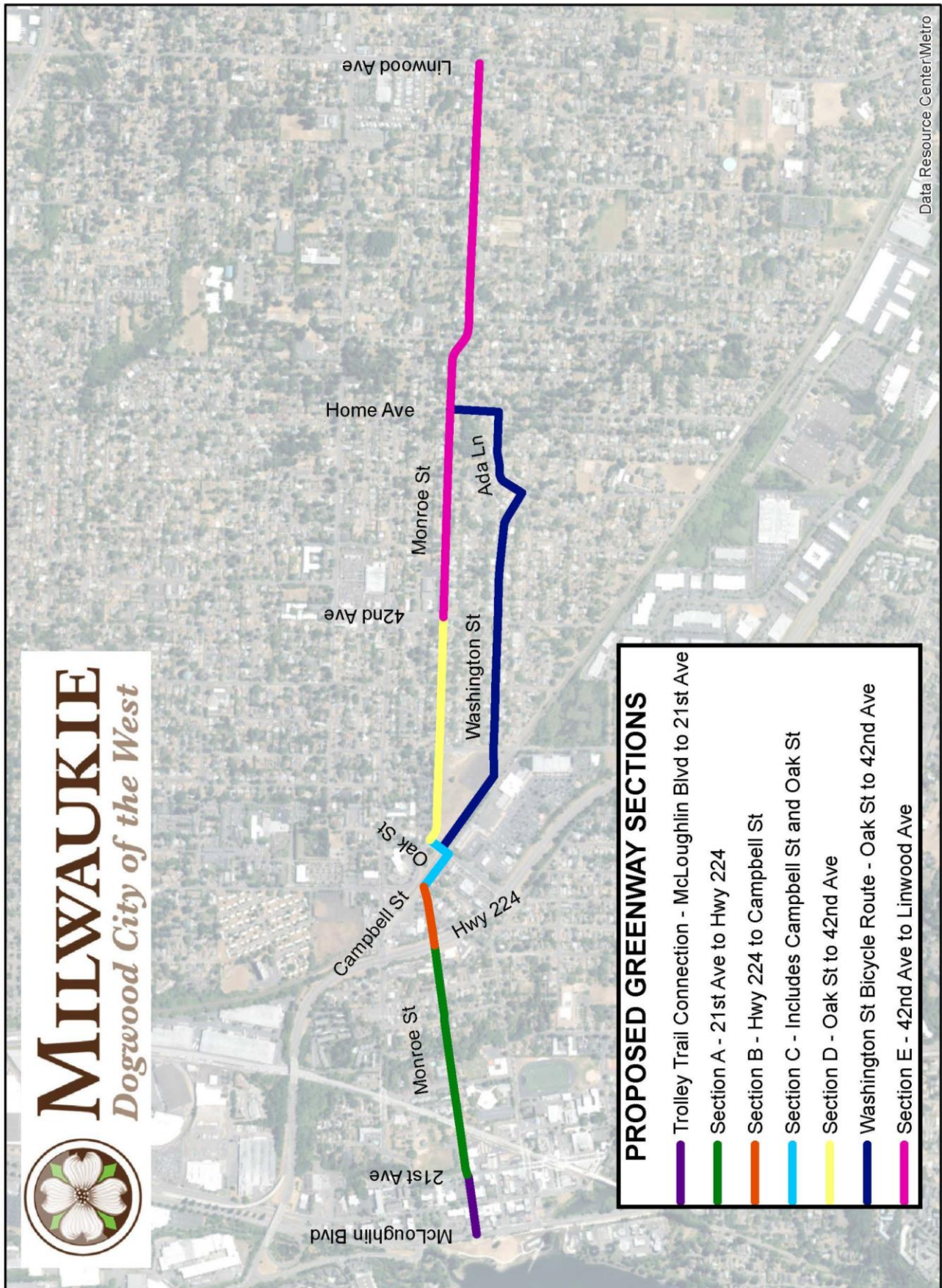
RFFA funding request by project phase:

\$1,816,000 - Project Development, P.E., Environmental, ROW Acquisition

\$504,000 - Right of Way

Local match or other funds

\$580,000 (20%) – City Funds



**PROPOSED GREENWAY SECTIONS**

- Trolley Trail Connection - McLoughlin Blvd to 21st Ave
- Section A - 21st Ave to Hwy 224
- Section B - Hwy 224 to Campbell St
- Section C - Includes Campbell St and Oak St
- Section D - Oak St to 42nd Ave
- Washington St Bicycle Route - Oak St to 42nd Ave
- Section E - 42nd Ave to Linwood Ave

Data Resource Center/Metro

# Oregon City – Molalla Avenue: Beaver Creek Road to Hwy 213

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## **Project Description:**

**Facility or area: street(s), intersection(s), path or area.** Molalla Avenue

**Beginning facility or milepost.** Beaver Creek Road

**Ending facility or milepost.** Hwy 213

### **Provide a brief description of the project elements.**

Molalla Avenue is a key corridor for all travel modes connecting the Oregon City Regional Center with Clackamas Community College and Clackamas County Red Soils Campus; as well as connecting the residential areas on the west side to the commercial areas on the north & east sides. Currently, the corridor is uncomfortable, unwelcoming and unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the Molalla Avenue corridor, we would like to encourage non-auto modes by creating a right of way that better accommodates all users. The project would include continuous bike lanes along the entire corridor; 10 foot wide continuous ADA compliant sidewalks, street trees and pedestrian level street lighting along the west side of this developed corridor; ADA compliant ramps along both the east & west sides of the corridor; transit amenities along both sides of the corridor; street furnishings; improved access management; and more convenient and safer street crossings. With these items lacking, Molalla Avenue currently functions as a barrier to pedestrian, bicycle and transit users.

### **Purpose and need statement:**

Molalla Avenue is a key route for all travel modes providing connections between the essential services along the Molalla Avenue corridor. The east side of the Molalla Avenue corridor includes commercial development where much of Oregon City's services are provided. Fred Meyer, Goodwill, Bi-Mart, U.S. Post Office, fast food restaurants and several banks are just examples of the service providers that reside on the east side of Molalla Avenue. Across the street to the west are 90 acres of high to medium density residential, an elementary school, seven multifamily residential developments and assisted living facilities, plus a 189 unit mobile home park. Clackamas Community College and its over 11,000 students at the Oregon City campus to the southeast and the County's Red Soils Campus to the northwest anchor the ends of the project area. The Oregon City Transit Center is located in the heart of our Regional Town Center in historic downtown Oregon City, and is easily accessible by transit.

Molalla Avenue from Beaver Creek Road to Hwy 213 is a challenge for non-motorized users. Excessive driveways reduce the efficiency and safety of the street, sidewalk and bike lanes, coupled with few, inconvenient and unsafe street crossings, putting non-motorized users in adverse conditions. Because of this Molalla Avenue currently functions as a barrier between residential areas and essential services. Existing sidewalks are barely 5 feet wide, curb-tight and often obstructed by utility poles, traffic signals or signage, further narrowing the sidewalk to widths inaccessible to wheelchairs and strollers. Street crossing opportunities are inconveniently spaced in relation to transit stops and other mid-block service locations. Project improvements will increase pedestrian and bike traffic by addressing safety and access issues for the elderly, disabled, and families with small children, bicyclists, and low income families that don't have automobiles. They will also increase availability of services for the residential areas that include currently underserved populations. Finally, improvements to Molalla Avenue will increase non-auto trip access to essential services by completing the "last mile" connection to essential services and employment in the corridor. The Clackamas County Red Soils Campus is home to nearly all the County's offices and services. The high employment provided by the Red Soils Campus and other employers in the



area, combined with the mix of commercial uses, makes this a good location for active transportation investments.

**Project Cost and Funding Request Summary:**

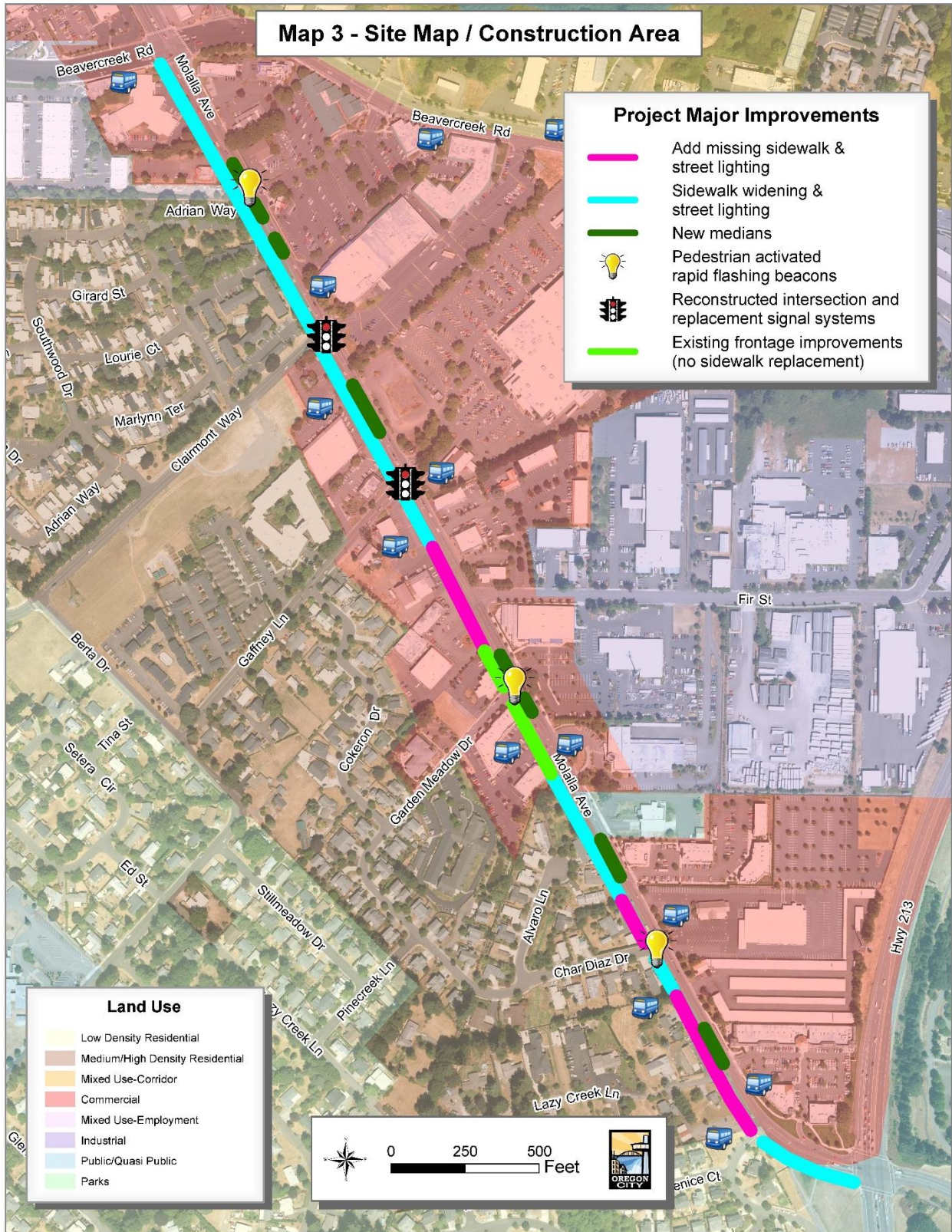
The project cost estimate was determined based on a review of the existing corridor for right of way width and for improvements needed to create a safe and comfortable corridor encouraging active transportation modes. Oregon City prepares a biennial budget and would commence allocating the local match funds beginning in the 2017-2019 Biennial Budget. In the previous RFFA funding cycle the Molalla Avenue project was well supported by the community, and received many comments that the improvements would be appreciated and valued by the public.

Total project cost (Include and describe any cost elements beyond those funded by the request + match):  
\$7,985,379

RFFA funding request by project phase: (e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)

Preliminary Engineering:	\$1,401,389
ROW:	\$521,023
Construction:	\$6,062,967

Local match or other funds (minimum match = 10.27% of funds requested + match): \$4,000,000



Date: 9/23/2016; Map: Molalla Ave Phase III Grant - Map 3 - Construction Area Map - 8\_5x11P.mxd; Plot: Molalla Ave Phase III Grant - Map 3 - Construction Area Map - 8\_5x11P - 20160823.pdf

# West Linn – Hwy 43 Multimodal Transportation Project

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## **Project Description**

**Facility or area: street(s), intersection(s), path or area:** Highway 43 (aka OR 43/Willamette Drive)

**Beginning facility or milepost:** MP 8.03 (OR 43 at north City limits)

**Ending facility or milepost:** MP 9.07 (OR 43 at Mary S. Young State Park)

### **Provide a brief description of the project elements:**

This project will greatly enhance bike, pedestrian, transit, and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park. The result will be uninterrupted protected bicycle paths (cycle tracks) and sidewalks in this corridor with a consistent three lane vehicle cross section connecting Mary's Woods retirement community and Marylhurst University to Mary S. Young State Park through the Robinwood commercial area (see attached plans). Included in the project is the removal of the existing traffic signal at Cedaroak Dr./Hwy 43 and installation of innovative protected intersections at Marylhurst Dr./Hwy 43 and Hidden Springs Rd./Hwy 43, including signal improvements such as countdown pedestrian signals and transit prioritization to improve safety and traffic efficiency. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards. The project will infill key missing sidewalk sections between residential, commercial, park, and transit areas, add ADA accessibility, improve transit stops, and improve lighting.

In order to improve problems associated with existing signals being too closely spaced causing traffic issues in the Robinwood commercial area, the existing traffic signal at Cedaroak Drive and Highway 43 is planned to be removed, with Old River Drive realigned to Highway 43 and Hidden Springs Road. This eliminates two poorly functioning signalized three-way intersections and replaces them with an improved single four-way signalized multimodal protected intersection. The planned improvements will improve access to the existing TriMet park and ride facility at this location. This will be a significant improvement for transit users in the area who are often seen walking along the edge of the Highway and crossing dirt and grass areas to get from the bus to the park and ride lot.

As Phase I of the multimodal transportation improvements planned for the entire length of Highway 43 in West Linn, the project provides a complete solution by connecting transit and neighborhood commercial centers with residential areas, a university, and senior facilities. Project funding will complete construction of all Phase I improvements. The City has already been awarded \$1.1M in state Enhance grant funding for design of the project.

## **Project Cost and Funding Request Summary**

The need for improvements to Highway 43 has been at the forefront of West Linn's City Council goals and planning efforts for many years and were identified as a highest priority in the recently updated 2016 City Transportation System Plan. The City has all local matching funds in place and is prepared to front load the City match to accelerate the project in advance of the 2019-2021 obligation timeframe, thus ensuring project readiness and adherence to timeline commitments. Project cost estimates were composed using standard Metro pricing/methodology and verified against recently awarded similar projects, with quantities derived from the scaled Highway 43 concept design plans already developed by the City. The project is scheduled to receive \$1.1M in Enhance grant funds as part of the Statewide Transportation Improvement Program (STIP) with the remainder of the local match to RFFA funds from

existing City of West Linn System Development Charge (SDC) Funds and local streets funds currently on hand at the City and dedicated to the project.

There is significant positive citizen and political support to improve the Highway 43 Corridor in West Linn and City staff are fully prepared to support design, funding, and construction of the project. As previously identified, local matching fund reserves are already available for this project and will be budgeted if this project receives RFFA funding, including the ability to advance local funding ahead of the 2019-2021 timeframe. Public support of enhancement in the area is well documented in West Linn's Transportation System Plan and Highway 43 Concept Plan, which guided the development of this proposal.

Total project cost (Include and describe any cost elements beyond those funded by the request + match):  
\$3,400,000 RFFA grant request  
\$1,100,000 State Enhance funding  
\$1,310,000 West Linn local SDC & street funding  
\$5,810,000 total project cost

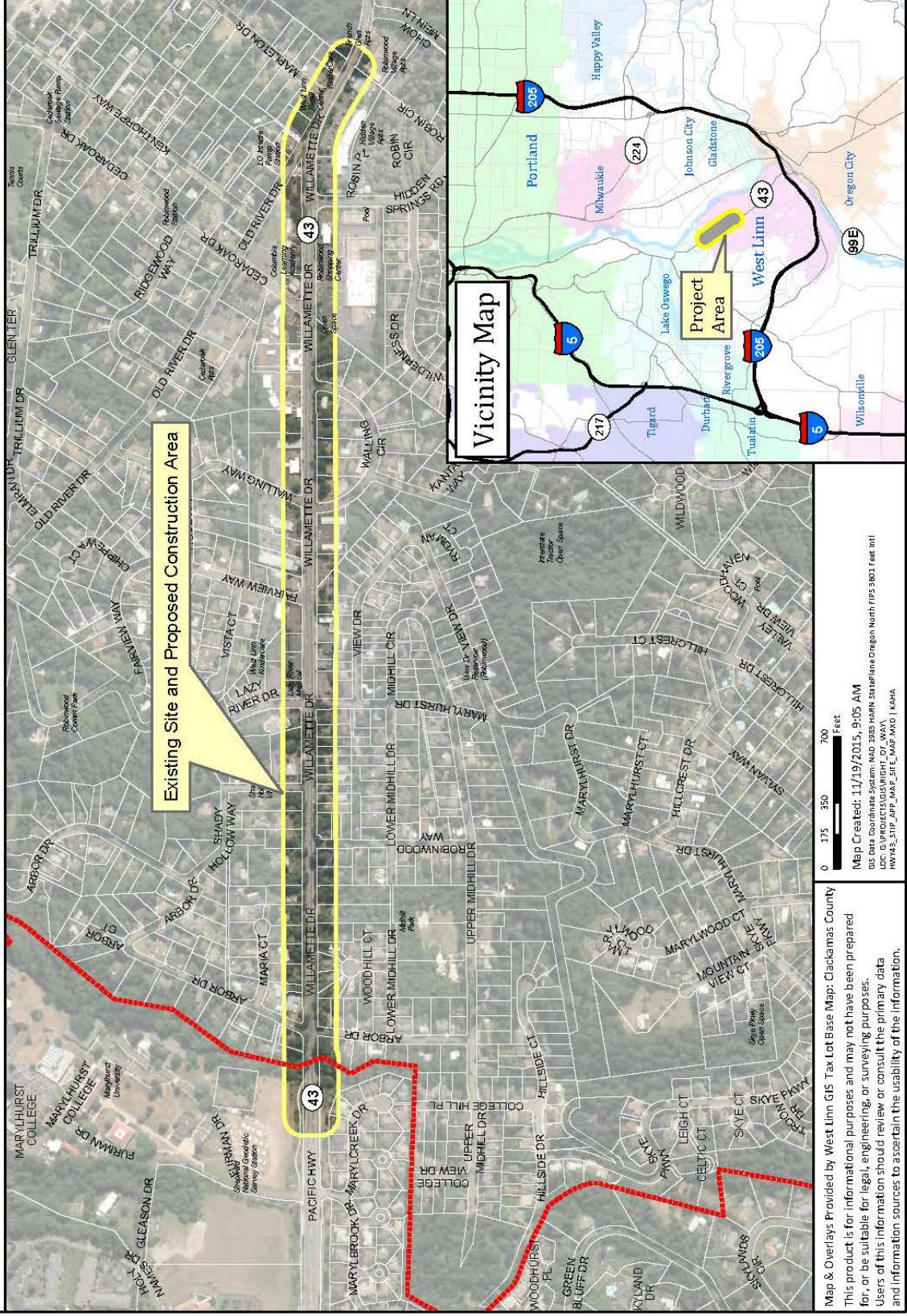
RFFA funding request by project phase:

It is anticipated that all RFFA funds (\$3,400,000) will be used during the construction phase of the project.

Local match or other funds (minimum match = 10.27% of funds requested + match):

The local match is well beyond the minimum match with State Enhance and local funds accounting for 41.5% of the estimated total project cost.

# Highway 43 Multimodal Transportation Project Area Map



Map & Overlays Provided by West Linn GIS Tax Lot Base Map: Clackamas County  
 This product is for informational purposes and may not have been prepared  
 for, or be suitable for, legal, engineering, or surveying purposes.  
 Users of this information should review or consult the primary data  
 and information sources to ascertain the usability of the information.

0 175 350 700 Feet  
 Map Created: 11/19/2015, 9:05 AM  
 GIS Data Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 5003 Feet Intl  
 LOC: G:\PROJECTS\GIS\RIGHT\_DR\_WAY\HW43\_SITP\_APP\_MAP\_SITE\_MAP\_MXD | Kasha

# West Linn – I-205 Bike/Pedestrian Trail

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## Project Description

**Facility or area:** street(s), intersection(s), path or area. Phase One Bike/Pedestrian Trail along West Linn portion of Interstate 205

**Beginning facility or milepost.** M.P.6.4

**Ending facility or milepost.** M.P. 7.6

**Provide a brief description of the project elements.** To construct 1.2 miles of 12' wide bike/pedestrian trail on ODOT ROW in West Linn.

## Base Project information

Purpose and need statement: To provide safe bike/pedestrian connections to Willamette Neighborhood and Commercial area to the Barrington Heights, Sunset and Bolton Neighborhoods, that are otherwise none existent due to topography and adequate lane width on other routes.

## Project Cost and Funding Request Summary

The PE phase of this project was an ARRA project coordinated through ODOT. As such it already has complied with the federal aid requirements. Funding will also come from the West Linn Park SDC fund (Regional Trails Project).

Total project cost:	\$3,431,374
RFFA funding request by project phase: Construction	\$2,778,873
Local match or other funds:	\$652,501

# Wilsonville – I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)

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## Project Description

**Facility or area: street(s), intersection(s), path or area.** Interstate 5 at SW Barber Street and SW Boones Ferry Road Intersection and at SW Town Center Loop West

**Beginning facility or milepost.** 284.4 (Interstate 5)

**Ending facility or milepost.** 284.2 (Interstate 5)

**Provide a brief description of the project elements.** The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5, connecting SW Barber Street with SW Town Center Loop West. The bridge approaches will include retaining walls and be constructed to meet ADA standards with a grade of less than 5% and will tie into existing pedestrian and bike facilities on SW Barber Street, SW Boones Ferry Road, and SW Town Center Loop West. The project will include a public art component, relocation of conflicting utilities and the collection and treatment of stormwater runoff.

## Base project information

Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area). The project purpose is to increase safety and volume of non-auto trip access to essential services in the Wilsonville 2040 Town Center, SMART Central Station and WES commuter rail, employment areas, and educational resources, particularly for the elderly, disabled, and disadvantaged populations within and around the project area.

## Project Cost and Funding Request Summary

The RFFA funding request is for Preliminary Engineering, Environmental, and ROW acquisition to make the I-5 Pedestrian and Bikeway Bridge project shovel ready for construction. In 2013, the City in consultation with OBEC Consulting Engineers performed conceptual design and cost estimating of three bridge types. In 2015, the bridge cost estimates were updated and a preliminary engineering, environmental, and ROW acquisition scope of work and schedule developed (See attached supporting information). As a result, the project is ready to enter into the preliminary engineering phase of work immediately.

Data from the conceptual design was input into the RFFA Cost Estimate Workbook (See attached Appendix E) to determine the project cost. Although the RFFA funding request does not include construction, the City is planning for self-funded construction within 10 years of preliminary engineering funds being obligated in accordance with FHWA requirements. Beginning next fiscal year, the City will begin to set aside funds specific to the construction of the I-5 Pedestrian and Bikeway Bridge project at an average rate of \$550,000 per year, fully funding construction within 10 years of the PE fund obligation. At the end of the City's 5-year capital improvement plan forecast, adopted as part of the City's FY16/17 Budget, the I-5 Pedestrian and Bikeway Bridge project account balance is \$1,842,500 in Street System Development Charges. This amount will fund the City's match for the RFFA request and begin building a healthy reserve for construction.

Although the City is planning for self-funded construction, the City will continue to pursue all federal funding and private investment opportunities utilizing the City's project set aside account as a source of matching funds to help construct the bridge on a shorter timeframe.

The project has been through an extensive public approval process being identified as a high priority project in the adopted 2013 Transportation System Plan. It also is identified as one of the City's top bike and pedestrian needs in the adopted 2013 Bicycle & Pedestrian Connectivity Action Plan. This project is also included in the 2014 Metro Regional Transportation Plan (RTP ID No. 11554) identified as a significant improvement to the regional active transportation system.

The Wilsonville City Council has provided support for this project and Resolution No. 2598 authorizing staff to apply for regional flexible funding for the design and construction of the I-5 Pedestrian and Bikeway Bridge project is included as part of this proposal.

#### Total project cost

(Include and describe any cost elements beyond those funded by the request + match):

The total project cost is \$9.1 Million. The RFFA funding request is for preliminary engineering, environmental permitting, and right-of-way acquisition with a total project cost of \$2.25 Million. Future construction costs are estimated at \$6.85 Million.

RFFA funding request by project phase (e.g. Project Development, P.E., Environmental, ROW acquisition, Construction):

Preliminary Engineering Phase: \$1,550,000 (total including City match)

Environmental Permitting Phase: \$50,000 (total including City match)

ROW Acquisition Phase: \$650,000 (total including City match)

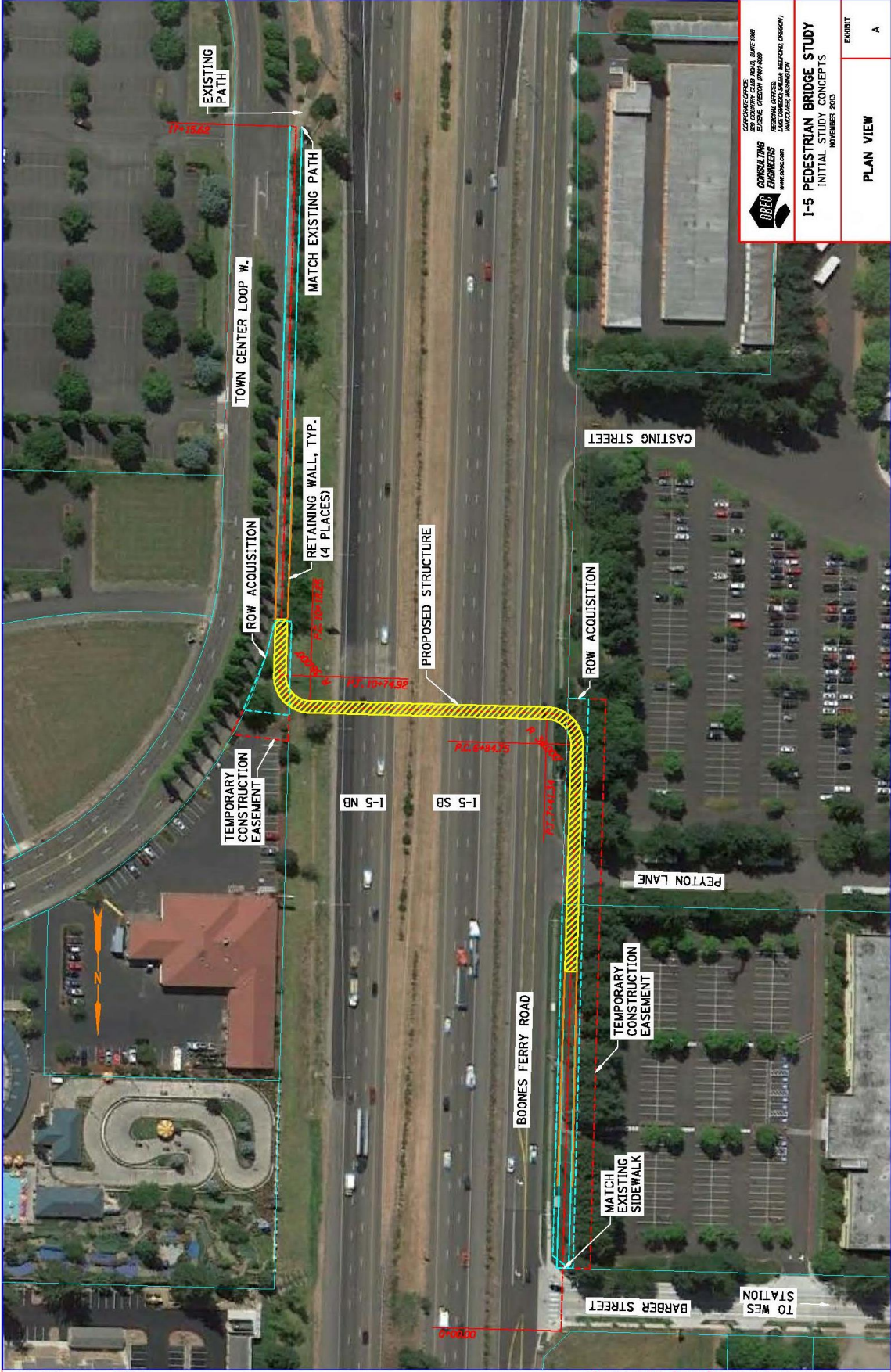
Total request: \$2,250,000 (total including City match)


#### Local match or other funds

(minimum match = 10.27% of funds requested + match):

Total City match: \$700,000, 31.11% of total funding request






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 Boise, Idaho 83725  
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CONTRACT OWNER:  
 CITY OF BOISE  
 500 WEST WASHINGTON STREET, 4TH FLOOR  
 BOISE, IDAHO 83725  
 PROJECT NO. 2012-01-001  
 DATE: 11/14/2013

**I-5 PEDESTRIAN BRIDGE STUDY**  
 INITIAL STUDY CONCEPTS  
 NOVEMBER 2013

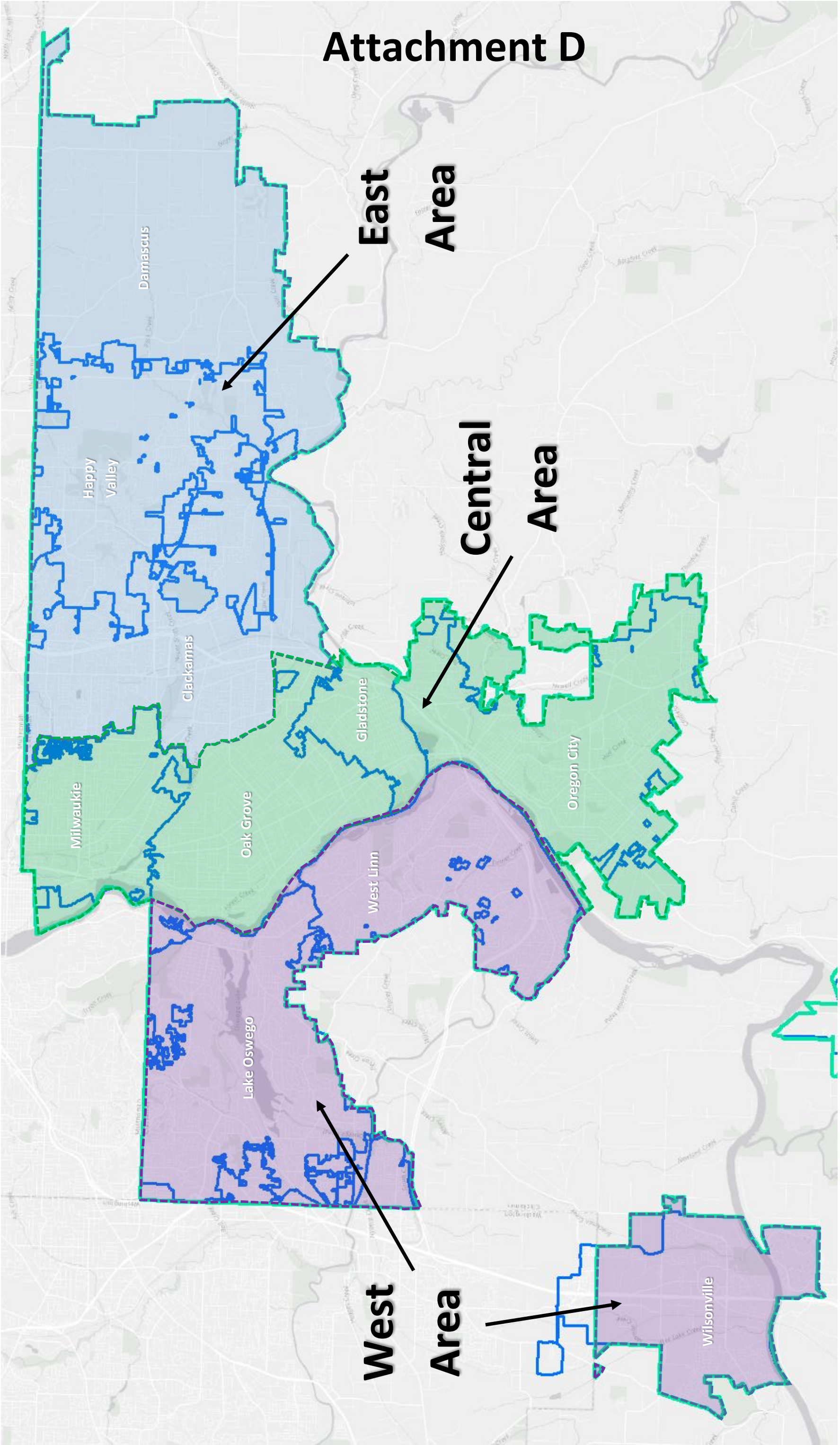
**PLAN VIEW**  
 EXHIBIT A

11/4/2013 15:31:08 PM  
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## Clackamas County RFFA Applications Metro Technical Committee Scores by Criteria

Maximum Score	Scoring Criteria	Clackamas County: Monroe St. Active Transportation	Milwaukie: Monroe St. Neighborhood Greenway	Oregon City: Molalla Ave. Beavercreek Rd to Hwy 213	West Linn: Hwy 43 Multimodal Transportation Project	West Linn: I-205 Bike/Ped Trail	Wilsonville: I-5 Pedestrian & Bikeway Bridge: (Town Center Loop to Barber St)
Up to 45	Project serves communities that have higher than average low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations	45	33	45	24	3	33
	Utilizes current plans and data to demonstrate improvements to safety: <ul style="list-style-type: none"> <li>• in identified high-crash areas</li> <li>• by removing conflicts with freight and other vehicles</li> </ul>	30	30	42	39	21	45
Up to 30	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>• Mixed-use centers</li> <li>• Large employment areas (by # of jobs)</li> <li>• Essential services for EJ/underserved communities</li> <li>• Schools, including the extension of Safe Routes to Schools</li> </ul>	42	39	45	33	12	42
	Serves high density or projected high growth areas	27	33	39	30	9	39
Up to 15	Project completes a gap or improves a deficiency in the regional Active Transportation network	30	28	26	26	14	28
	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)	20	20	20	30	30	30
	Completes the "last mile" connection between transit and employment sites/areas	28	26	20	22	12	28
	Includes outreach/education/engagement component	14	5	8	12	4	14
Up to 15	Can leverage (or prepare projects for) new or competitive funds	13	7	15	11	3	11
	Reduces need for highway expansion	13	12	8	11	3	10
<b>Total Score</b>		262	233	268	238	111	280

# Attachment D



# Attachment E

## RFFA Funding from 2008-09 Cycle to 2016-18 Cycle

Project	Funding Amount	Locality	Cycle	Status
<b>East Area</b>				
SE 172nd Ave: Phase I; Sunnyside to Hwy 212	\$2,000,000	Clackamas Co.	2008-09	Complete
Multiuse Master Plan: Mt. Scott Trail, Scouters Loop	\$100,000	NCRPD	2008-09	Complete
Harmony Road: 82nd to Hwy 224	\$1,500,000	Clackamas Co.	2010-11	Funds Shifted to Jennings Ave - In progress
Clackamas Freight ITS	\$790,000	Clackamas Co.	2014-15	In progress
SE 129th Avenue Bikeline and Sidewalks Project	\$2,490,000	Happy Valley	2016-18	In progress
Sunrise System: Industrial Area Freight Access and Multimodal Project	\$8,270,000	Clackamas Co.	2016-18	Complete
<b>Central Area</b>				
Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$740,000	NCRPD	2008-09	Complete
Milwaukie Town Center: Main/Harrison/21st	\$450,000	Milwaukie	2008-09	Complete
South Metro Amtrak Station: Phase II	\$900,000	Oregon City	2008-09	Complete
Trolley Trail	\$1,100,000	NCRPD	2010-11	Complete
OR 99E Bridge retrofit @ Kellogg Lake	\$1,060,000	Milwaukie	2010-11	Complete
McLoughlin Blvd: Clackamas Bridge to Dunes	\$3,400,000	Oregon City	2012-13	Complete
17th Avenue Trail	\$2,970,000	Milwaukie	2014-15	In progress
Jennings Avenue: OR 99E to Oatfield Road Sidewalk/Bikelane	\$1,900,000	Clackamas Co.	2016-18	In progress
Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	\$200,000	Gladstone	2016-18	In progress
<b>West Area</b>				
Kinsman Road extension: Barber to Boeckman	\$1,400,000	Wilsonville	2008-09	Complete
Multiuse Master Plan: Tonquin Trail	\$100,000	Wilsonville	2008-09	Complete
Multiuse Master Plan: Lake Oswego to Milwaukie	\$100,000	Lake Oswego	2008-09	Funds shifted to Lake Oswego - In progress
French Prairie Bridge	\$1,250,000	Wilsonville	2012-13	In progress

Table does not include funding for regional transit improvements that are located within a Clackamas Co. locality such as the MAX Light Rail Services or the Lake Oswego Streetcar.

# Attachment F

## CTAC Scoring of RFFA Proposals

	Clackamas County: Monroe St. Active Transportation	Milwaukie: Monroe St. Neighborhood Greenway	Oregon City: Molalla Ave: Beaver Creek Rd to Hwy 213	West Linn: Hwy 43 Multimodal Transportation Project	West Linn: I-205 Bike/Ped Trail	Wilsonville: I-5 Pedestrian & Bikeway Bridge: (Town Center Loop to Barber St)
<b>Tier 1</b>						
1. Project competitiveness based on Metro criteria	5.0	4.9	5.1	5.0	1.8	5.9
2. Geographic Equity including historical data on awards in previous funding cycles	2.8	3.2	4.1	5.7	5.7	4.3
3. Appropriate size grant funding request for RFFA program	5.0	3.8	5.0	4.7	3.3	4.1
<b>Tier 2</b>						
4. County/regional benefit of the proposed project	3.0	3.0	3.0	3.0	1.0	3.0
5. Project local match contribution	3.0	1.0	3.0	2.2	1.0	2.0
<b>Sum of Average Scores</b>	<b>18.8</b>	<b>15.9</b>	<b>20.1</b>	<b>20.3</b>	<b>12.8</b>	<b>19.4</b>

# Attachment G

## Clackamas County Monroe Street Active Transportation

### Tier 1 (Score 0 to 6 with 6 being the high score)

#### Project competitiveness based on Metro criteria

**Metro Score: 5.0**

Please provide a sentence or two of comments on that score:

- *Project centers about Active Transportation, a key element in Climate Smart plan and implementation of the RTP. Additionally, the project builds on current momentum to improve access surrounding the Clackamas County Regional Center.*

#### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 2.8**

Please provide a sentence or two of comments on that score:

- *This project is in proximity to east Clackamas County, which has historically received approximately \$15 m in prior grant funding. The project, however, is intended to increase mobility into the central county transportation system, which has historically only received \$12 million. While the distribution of grant funding is somewhat proportional to population growth, we acknowledge that this project would service areas of high density and affordable housing.*
- *The east area has received the most funding during the recent cycles, but the project does connect to the central area as well.*
- *Project Award in last Funding Cycle 1 point discount*
- *Received over \$10M in last RFFA cycle.*
- *East and Central areas have received funding in last two cycles where others have not.*
- *East Area has repeatedly received funding in the past, but this is an area with significant traffic and highly urbanized.*

#### Appropriate size grant funding request for RFFA program

**CTAC Score: 5.0**

Please provide a sentence or two of comments on that score:

- *Grant applicant willing to match 50.61% of project cost through local funds. Funding request appears reasonable given estimate includes P.E. through construction near an interstate.*
- *The project requests the minimum amount allowed for the RFFA program while offering a large match.*
- *All project funding requests in same size range*
- *Size of grant is appropriate for the length of the project and level of improvements and falls in the middle of the six Clackamas County requests in this cycle. Project estimates appear low given the upswing in the economy.*

### Tier 2 (Score 0 to 3 with 3 being the high score.)

#### County/regional benefit of the proposed project

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *Do people in the residential area of this route support this project and is there a plan to increase density along the active transportation corridor through redevelopment?*
- *This is an urbanizing area that adds a benefit for existing residents as well as incoming residents. As the area becomes increasingly more dense, this additional transportation service provides safe access.*

#### Project local match contribution

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *County will leverage 50% of the cost! This is a significant benefit for the use of RFFA funding. The County and its partners are highly committed to this project and RFFA funding will supplement the project and will not be relied on in whole for the success of the project.*

**Total Metro/CTAC Score: 18.8**

# Milwaukie Monroe Street Neighborhood Greenway (design and ROW)

## Tier 1 (Score 0 to 6 with 6 being the high score)

### Project competitiveness based on Metro criteria

**Metro Score: 4.9**

Please provide a sentence or two of comments on that score:

- *Serves similar community to county application*
- *Will not compete well at regional level due to score*
- *Project centers about Active Transportation, a key element in Climate Smart plan and implementation of the RTP. Additionally, the project builds on current momentum to improve access to/from downtown Milwaukie's Trolley Trail, Orange Line and the Clackamas County Regional Center.*

### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 3.2**

Please provide a sentence or two of comments on that score:

- *Project located in/near central county transportation system. Central transportation system has received historically less than east transportation system, however the eastern transportation system is experiencing tremendous population growth, perhaps warranting increased investment. Grant applicant has received three RFFA grant awards previously.*
- *Milwaukie received \$3M in the 14/15 cycle. Central area has received funds in last two cycles where other areas have not.*
- *A middle level investment in Central Area*
- *Milwaukie has been a recent recipient of federal funds. Given that Milwaukie is poised to accept growth, active transportation alternatives will anchor the growth and help to develop a culture less reliant on single occupancy vehicles*

### Appropriate size grant funding request for RFFA program

**CTAC Score: 3.8**

Please provide a sentence or two of comments on that score:

- *Grant request appears reasonable for design and ROW acquisition near an interstate, however this RFFA grant does not include cost of construction, which is anticipated to be approximately \$9.82m.*
- *If you bring a large match to the table, you can ask for a larger amount.*
- *All project funding requests in same size range*
- *Cost appears too low for the size of the project.*

## Tier 2 (Score 0 to 3 with 3 being the high score.)

### County/regional benefit of the proposed project

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *Do people in the residential area of this route support this project and is there a plan to increase density in predominately single family residential zones along the active transportation corridor through redevelopment?*
- *On Metro and County Active Transportation Plan Network*
- *Project provides a key link in this segment of Clackamas County, spanning a large portion of an urbanized area that will see more growth. There are no active transportation routes today south of the Springwater Corridor, so biking or finding long run/walk routes are extremely limited for these neighborhoods.*

### Project local match contribution

**Metro Score: 1**

Please provide a sentence or two of comments on that score:

- *Only 20% match*
- *Local match is smaller than other applications in this cycle; cost of project appears too low.*

**Total Metro/CTAC Score: 16.5**

# Oregon City Molalla Avenue (Beavercreek Rd to Hwy 213)

## Tier 1 (Score 0 to 6 with 6 being the high score)

### Project competitiveness based on Metro criteria

**Metro Score: 5.1**

Please provide a sentence or two of comments on that score:

- *Should compete well at regional level due to scoring*

### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 4.1**

Please provide a sentence or two of comments on that score:

- *Project location is in southern/central transportation system. Oregon City appears to have received limited funding in the past and may benefit from some investment, especially as means to leverage recent interest in restoring waterfront area and improving the Abernethy Bridge. Oregon City has, however, received two RFFA awards in the past.*
- *Project located within the central area which has received only slightly less funding than the east area but agency has received several projects recently.*
- *Project was passed by in last RFFA round by Happy Valley & Clackamas Co. Project is last phase of important regional servicer. Oregon City has not received funding over last two RFFA cycles.*
- *Middle level investment in Central area*
- *Oregon City has a prosperous history of receiving federal funds, though only one project 10 years ago from RFFA.*

### Appropriate size grant funding request for RFFA program

**CTAC Score: 5.0**

Please provide a sentence or two of comments on that score:

- *Project cost seems somewhat inflated in relation to other submitted projects. Somewhat averse to using limited RFFA funds for the installation of street trees, which lend themselves more to urban livability than to improving transportation system movement.*
- *Agency has requested a minimal amount of funding while providing a large local match.*
- *All grant requests appropriate size*
- *Size of grant is the highest of all Clackamas County applications in this cycle. Given that Clackamas County will likely only put forth one project, this size is not unreasonable.*

## Tier 2 (Score 0 to 3 with 3 being the high score.)

### County/regional benefit of the proposed project

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *On an arterial, connects Clackamas Community College to commercial area*
- *This project improves existing infrastructure, highlighting the benefits of alternate modes of transportation. Improvements will benefit a number of short trips within a dense urban area.*

### Project local match contribution

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *Provides 50% match*
- *Local match is for 50% of project! The City is highly committed to this project. RFFA funding will supplement the project delivery costs and will not be relied on in whole for the success of the project.*

**Total Metro/CTAC Score: 20.1**



# West Linn Hwy 43 Multimodal Transportation Project

## Tier 1 (Score 0 to 6 with 6 being the high score)

### Project competitiveness based on Metro criteria

**Metro Score: 5.0**

Please provide a sentence or two of comments on that score:

- *No comments*
- *Project improves the travel for all modes within this corridor of Highway 43, but the improvements are not guaranteed to be continued north and south of the corridor.*

### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 5.7**

Please provide a sentence or two of comments on that score:

- *Project located in western county transportation system, which has historically received significantly less than the remaining transportation system. Additionally, West Linn has never received RFFA funding before.*
- *Area has received very little metro funding lately and the agency has received none of that funding within the region.*
- *Cost/Capita 1 point discount; Project Award in last Funding Cycle No discount*
- *West side has received less money historically, none in last two cycles. Important regional connections.*
- *Limited investment in this area in the past*
- *West Linn has not received RFFA funding in previous cycles. The western area of Clackamas County as a whole has received the fewest RFFA awards.*

### Appropriate size grant funding request for RFFA program

**CTAC Score: 4.7**

Please provide a sentence or two of comments on that score:

- *Project cost was inflated during the Enhance cycle, however applicant was awarded Enhance funding contingent on being awarded RFFA funding for construction. Given variety of funding pools, request appears reasonable, and non-RFFA pools account for 41.5% of total project cost.*
- *Agency has requested a minimal amount of funding while providing a large local match.*
- *If you bring a large match to the table, you can ask for a larger amount.*
- *All grant requests appropriate size*
- *Although this is one of the larger asks, this project will impact upwards of 20,000 ADT.*

## Tier 2 (Score 0 to 3 with 3 being the high score.)

### County/regional benefit of the proposed project

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *On a state highway and regional ATP priority*
- *Highway 43 is a primary travel corridor among four cities. Improvements to the bike/ped/transit modes will immediately reduce the reliance on single occupancy vehicles. Doing so will also create a measure of safety for residents, such as children, who will now be able to travel across the city safely.*

### Project local match contribution

**Metro Score: 2.2**

Please provide a sentence or two of comments on that score:

- *Should have scored higher for match and other contingent funds*
- *Local match is at 42%! This significantly leverages the RFFA funding, showing the local agency is highly committed to this project and willing to spend funds on the ODOT facility through its city.*

**Total Metro/CTAC Score: 20.3**

# West Linn I-205 Bike/Ped Trail

## Tier 1 (Score 0 to 6 with 6 being the high score)

### Project competitiveness based on Metro criteria

**Metro Score: 1.8**

Please provide a sentence or two of comments on that score:

- *Limited competitiveness due to low score*
- *Project provides a critical opportunity to connect pedestrians and bicyclists from the top of the hill to the old Willamette area. There is currently no connection and topography is challenging.*

### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 5.7**

Please provide a sentence or two of comments on that score:

- *Project located in western county transportation system, which has historically received significantly less than the remaining transportation system. Additionally, West Linn has never received RFFA funding.*
- *Area has received very little metro funding lately and the agency has received none of that funding within the region.*
- *Cost/Capita 1 point discount; Project Award in last Funding Cycle No discount*
- *West side has received less money historically, none in last two cycles.*
- *West Linn has not received RFFA funding in previous cycles. The western area of Clackamas County as a whole has received the fewest RFFA awards.*

### Appropriate size grant funding request for RFFA program

**CTAC Score: 3.3**

Please provide a sentence or two of comments on that score:

- *Scores could be reasonable for construction costs, however application whitepaper lacking data needed to confirm.*
- *The project does not adequately leverage RFFA funds*
- *Size of the request is large, given the small population served.*

## Tier 2 (Score 0 to 3 with 3 being the high score.)

### County/regional benefit of the proposed project

**Metro Score: 1**

Please provide a sentence or two of comments on that score:

- *Not on Active Transportation Plan Network*
- *Project provides a benefit to a limited population.*

### Project local match contribution

**Metro Score: 1**

Please provide a sentence or two of comments on that score:

- *Minimum match*
- *Local match meets the minimum standard for RFFA program.*

**Total Metro/CTAC Score: 12.8**

# Wilsonville I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber St)

## Tier 1 (Score 0 to 6 with 6 being the high score)

### Project competitiveness based on Metro criteria

**Metro Score: 5.9**

Please provide a sentence or two of comments on that score:

- *While it is an ok project, I think the Metro criteria were slightly misrepresented here. The application mentions traffic and accident data that predates the recent reconstruction of Wilsonville Road where sidewalks and bike lanes were recently installed*
- *Very competitive at regional level due to high score*
- *Project will connect two sides of Wilsonville bisected by the interstate with an active transportation element. Doing so increases the propensity for residents to walk or bike to key destinations.*

### Geographic equity including historical data on awards in previous funding cycles

**CTAC Score: 4.3**

Please provide a sentence or two of comments on that score:

- *Project located in western county transportation system, however Wilsonville has previously received three RFFA grant awards.*
- *Area has received very little metro funding lately but the agency has received most of that funding within the region.*
- *Cost/Capita 1 point discount; Project Award in last Funding Cycle No discount*
- *Investment in previously low investment area*
- *Wilsonville has successfully received RFFA funds in the past, likely due to strong growth. The western area of Clackamas County has received the fewest number of awards.*

### Appropriate size grant funding request for RFFA program

**CTAC Score: 4.1**

Please provide a sentence or two of comments on that score:

- *Estimates appear reasonable for pre-construction project needs. Outstanding construction cost (\$6.85m) could be eligible for future funding pools offered through state agencies.*
- *The project does not adequately leverage RFFA funds*
- *If you bring a large match to the table, you can ask for a larger amount.*
- *Appropriate size grant funding request*
- *This is the lowest of the Clackamas County applications in this cycle. Given the amount of this request in comparison to the long term cost, it appears Wilsonville is on track to find other funding opportunities and is not heavily reliant on RFFA funds.*

## Tier 2 (Score 0 to 3 with 3 being the high score.)

### County/regional benefit of the proposed project

**Metro Score: 3**

Please provide a sentence or two of comments on that score:

- *The project spans from one sea of commercial parking lot to another sea of auto oriented industrial space. While it may be labeled a "town center" it doesn't currently function like a true mixed use area with multi-story mixed use facilities. Are there plans to redevelop the area?*
- *Provides Active Transportation Network Connection across barrier: I-5*
- *Because interstates are significant barriers to active transportation, this project provides a link for cross-county travel, not just within the city of Wilsonville.*

### Project local match contribution

**Metro Score: 2**

Please provide a sentence or two of comments on that score:

- *31% match*
- *Local match is noteworthy, long-term plan contributes significantly to the completion of the project.*

**Total Metro/CTAC Score: 19.4**