
Wednesday, August 17, 2022
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascountry.zoom.us/j/81571542924?pwd=SHhtZ1ZXWkNYRUNQajZkMVBaa21lZz09>

Telephone option: 1 (253) 215-8782

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT ([JPACT Materials](#))

- Regional Flexible Funds Allocation (RFFA)/Trail Bonds Funding Examples
Introducing: TPAC Team
- TPAC Update
Introducing: TPAC Team

8:30 a.m. MPAC

- MPAC Debrief

Attachments: MPAC and JPACT Work Program
RFFA Scenarios
TPAC Memo

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2022 JPACT Work Program

As of 8/2/2022

Items in italics are tentative

<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro; 45 min) • Earthquake Ready Burnside Bridge - Introduction (Alex Oreschak, Metro; Megan Neil, Multnomah County; 20 min) • Better Bus Program (Matt Bihn (he/him), Metro; 20 min) <p><i>July 28th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Regional Congestion Pricing Policy (Alex Oreschak, Metro) • ODOT Oregon Highway Plan Amendment (ODOT presenters TBD, Garet Prior) 	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> • Development of 2025-2027 Regional Flexible Funds/Trails Bond Funding (Dan Kaempff (he/him), Metro; 30 min) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro; 20 min) • ODOT Highway Plan Amendment (Alex Oreschak, Metro, Garet Prior, ODOT; 30 min)
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff (he/him), Metro; 30 min) • 2023 RTP Vision & Goals • Regional Congestion Pricing Policy (Alex Oreschak (he/him), Metro; 30 min) <p><i>September 29th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) • 2023 RTP – Finance Plan & Equitable funding Research (Lake McTighe & Ted Leybold, Metro) • <i>Regional Mobility Policy Update Discussion – Draft Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min)</i> <p><i>October 27th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • High-Capacity Transit Strategy Update/Future of Transit in the Region (Ally Holmqvist, Metro)

<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Recommended Policy for 2023 RTP (Kim Ellis (she/her), Metro) • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • <i>Transit Oriented Development (Andrea Pastor, Metro)</i> • <i>RTP Needs Assessment and Performance Measures (Eliot Rose (he/him), Metro; 30 min)</i> • RTP Financial Plan: Revenue Forecast (Ted Leybold (he/him), Metro; 45 min) <p><i>November 10th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Climate Smart Strategy Update (Kim Ellis (she/her), Metro, Eliot Rose (he/him), Metro, Thaya Patton, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • Freight Commodity Study (Tim Collins, Metro) • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i>
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Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland
- RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) (January 2023)
- 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland (Fall 2022)
- Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County)

2022 MPAC Work Program

As of 8/10/2022

Items in italics are tentative

<p><u>July 27, 2022</u></p> <ul style="list-style-type: none"> • Homeless Prevention: Understanding factors that lead someone to lose housing and prevention strategies • RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak (he/him), Metro; 45 min) <p><i>Q3 SHS report included in packet</i></p>	<p><u>August 24, 2022</u></p> <ul style="list-style-type: none"> • UGB Exchange process check in (Anneliese Koehler (she/her), Metro, and Malu Wilkinson (she/her), Metro; 10 min) • Housing Bond Progress Report (Emily Lieb (she/her), Metro; 45 min) • Introduction to the High-Capacity Transit Strategy Update for the 2023 RTP (Margi Bradway (she/her), Metro, Ally Holmqvist (she/her), Metro; 30 min)
<p><u>September 28, 2022</u></p> <ul style="list-style-type: none"> • <i>Revisiting shelter siting: MPAC member roundtable</i> • Propose draft UGB exchange considerations (Tim O'Brien (he/him), Metro, Ted Reid (he/him), Metro; 30 min) • Regional Congestion Pricing Policy Report 2023 RTP (Alex Oreschak) (30 min) 	<p><u>October 26, 2022</u></p> <ul style="list-style-type: none"> • Recommendation of UGB exchange considerations (Tim O'Brien (he/him), Metro, Ted Reid (he/him), Metro; 45 min) (action) • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) (30 min)</i> • <i>2023 RTP High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist (she/her), Metro; 30 minutes)</i>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Regional Cooperation</i> • <i>RTP Needs Assessment and Performance Measures (Eliot Rose (he/him), Metro; 30 min)</i> • <i>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</i> • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i>

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

Parking Lot:

- Place making Grants- Dana Lucero (data & assessment for grantees, for interns)
- Andy, Anneliese, Jeff Raker, employment & industrial land panels
- Tigard, mid-cycle UGB review- Ted Reid or Councilor Lewis to give and update and discussion
- New transfers station sites
 - Larger conversation of regional solid waste
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
- *Regional Solid Waste Discussion 60 min*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*

5.1 Development of 2025-2027 Regional Flexible Funds/Trails Bond Funding

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, August 18, 2022

JPACT Worksheet

Agenda Item Title: Development of 2025-2027 Regional Flexible Funds/Trails Bond Funding Recommendations

Presenters: Dan Kaempff

Contact for this worksheet/presentation: Dan Kaempff; daniel.kaempff@oregonmetro.gov

Purpose/Objective

Review project funding options, gather JPACT input for developing regional funding project lists, prepare for RFFA project list adoption in September.

Outcome

JPACT will provide input to staff and TPAC to be used in developing a draft recommendation for projects to be funded through the Regional Flexible Funds Allocation. JPACT input will also be considered in developing the staff recommendation to Metro Council for the Parks and Nature bond funding dedicated to trails projects.

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

Staff last presented this item to JPACT in July 2022. In that meeting, staff discussed several options for using the project Outcomes Evaluation ratings in developing funding examples for further discussion in subsequent meetings. Each example used the Outcomes Evaluation in a different manner to achieve different policy outcomes. JPACT indicated a preference for using the Equity and Safety ratings in combination as a starting point for developing funding examples. Following that input, staff have prepared three funding examples for discussion at TPAC and JPACT in their August meetings.

What packet material do you plan to include?

Staff memo, Funding package examples, slide deck

Memo



Date: August 4, 2022

To: JPACT and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Subject: (UPDATED) Draft funding recommendation options for Regional Flexible Funds/Parks Bond

Introduction

Following the July TPAC discussions, staff presented the funding package examples discussed in those meetings to JPACT on July 21.

A number of JPACT members expressed support for emphasizing the Equity and Safety outcomes in developing a funding package. Using that input, staff have developed several options for JPACT's discussion in the August 18 meeting. JPACT's input will be used in developing a TPAC funding recommendation for JPACT consideration and action in the September 15 meeting.

In addition to the TPAC and JPACT input received in July, each subregion, through their coordinating committee, has submitted a letter to JPACT which indicates the projects submitted from jurisdictions in their respective areas are their priorities. The letters also contain additional information the coordinating committee would like TPAC and JPACT to be aware of in their consideration of funding packages. The City of Fairview has also submitted a letter to JPACT in support of the Sandy Blvd project which contains additional information and is enclosed in the meeting materials.

The meeting materials include four examples of possible funding packages that would result from using project outcomes ratings along with public input, subregional priorities and additional information to select projects. The examples are intended to show comparisons of using different approaches for project selection as a means of encouraging a discussion among TPAC members of how to balance regional priorities with local considerations and the available funding.

Indication of subregional priorities

Each subregion was provided with the opportunity to indicate which projects submitted from their jurisdictions were their priorities for funding. The priorities of subregions are detailed in the letters included in the meeting materials. The priority status of each project has been indicated in the funding examples included in the meeting materials and are indicated in table 1 below (note: Washington County did not indicate specific projects for prioritization).

Table 1.
Subregional project priorities

	Clackamas	Multnomah	Portland	Washington
Parks Bond Priorities				
1	Trolley Trail	Gresham-Fairview Trail	NP Greenway (Columbia Bl to Cathedral Pk)	Specific priority projects not indicated
2	Clackamas River Trail	Sandy River Greenway	Marine Drive Trail	
3	Scott Creek Trail		NP Greenway (Kelley Pt Pk to Slough)	
4			Cornfoot Rd	
RFFA Priorities				
1	I-205 MUP	162 nd Ave	148 th Ave	Specific priority projects not indicated
2	Willamette Falls Dr	Sandy Blvd	57 th Ave/Cully Blvd	
3	Lakeview Blvd		NP Greenway (Columbia Bl to Cathedral Pk)	
4			MLK Blvd	
5			7 th Ave	
6			Taylor's Fy Rd	
7			Cornfoot Rd	

The funding examples illustrate different methods of how these priorities could be used in developing funding packages. It should be noted that TPAC and JPACT have discretion in how this information is to be used in balance with the other information sources available.

Description of examples

The examples described below are illustrated in tabs in the Excel spreadsheet found at the link included with the meeting materials.

As in the examples used in the July TPAC and JPACT meetings, there are several trails projects requesting consideration for funding from either source. In the examples developed for this

meeting, projects are shown as funded from one or the other source, or not funded. If a project is funded in an example, the project name is shaded green and the funded amount is indicated in the “Funded Amount” column. Projects which are funded from the other source are shaded yellow. Projects not funded from either source are shaded gray.

Staff have been in discussions with several applicants regarding the amount of funding requested, or the specific project phases or elements that may be funded through regional dollars. As a result, several projects have modified potential funding awards illustrated in the examples. Projects modified in this manner include:

- Brookwood Overpass
- Cornfoot Road
- NP Greenway (Kelley Pt to Slough)

The following seven RFFA projects are consistently funded in each example:

- 162nd Avenue – Gresham
- NP Greenway (Columbia to Cathedral) – Portland Parks and Recreation
- Council Creek Trail – Washington County
- 148th Avenue – Portland
- Beaverton Creek Trail – Tualatin Hills Parks and Recreation
- I-205 MUP – Clackamas County
- 57th Ave/Cully Blvd – Portland

Equity+Safety Baseline – A baseline example is shown to illustrate a funding package derived from funding projects in ranked order of the averages of their Equity and Safety ratings. Projects are funded in order until there is insufficient funding available to fully fund the next project down the list. This leaves \$4.275 million unallocated in the Parks Bond package and \$4.07 million unallocated in the RFFA package.

Example 1: Baseline, with Adjustments to Parks Bond projects – This example illustrates a funding package for the Parks Bond based on cost adjustments and direction from Parks staff on how these funds should be allocated. In this example, all of the trails projects seeking funding from either source are funded, with some projects receiving reduced funding. As in the baseline, funding is allocated to the RFFA projects based on their outcomes ratings through the 57th Ave/Cully Blvd. project. There is \$4.07 million remaining, which is insufficient to fully fund the next project in line, 7th Ave. There are several projects requesting lower amounts which could be funded with the remaining funds.

Example 2: Baseline, with top two priority projects funded – Metro staff considered modifying the Bond Adjusted Baseline (Example 1) by ensuring each subregion’s first priority project is funded (for Washington County, the highest outcome rated project was included). However, the outcome of doing so is the same as the Parks Bond Adjusted Baseline Example 1 as all of the subregional priority projects were already included. So for Example 2, Metro staff included each subregion’s top two priority projects into the funding package. For Washington County, Beaverton Creek Trail is assumed to be the second priority project based on its outcomes rating. Compared to Example 1, this package funds Sandy Blvd. and Willamette Falls Dr. and does not fund Fanno Creek Trail, MLK Blvd., and the Tigard – Lake Oswego Trail. There is \$1.46 million remaining, which is insufficient to fully fund the next project in line, Fanno Creek Trail. There are several projects requesting lower amounts which could be funded with the remaining funds. In this example, the

project receiving the highest level of public input – Fanno Creek Trail – would not be funded. But the on-street project with the highest level of public input – Willamette Falls Dr – would be funded.

Example 3: Baseline, with next best performing projects in Washington and Clackamas Counties – Example 3 starts with the Example 1 Baseline and utilizes its remaining \$4.07 million to select the next two best performing and affordable projects located in the Washington and Clackamas subregions. These two subregions are potentially receiving proportionally less investment than the other two subregions due to the total amount of funding they requested. Additionally, Allen Blvd was the next highest performing project of all remaining unfunded projects from Example 1 while Willamette Falls Blvd. is the second priority project of the Clackamas subregion and received the most public comments of any project in that subregion. In this example, no additional projects could be funded as it is \$147,000 over the forecasted available revenues. Metro staff feels this slight overage is close enough to the forecasted amount that it could be managed through MTIP programming adjustments.

Each example also shows summarized information from the Risk Assessment and Public Comment reports, indication of subregional prioritization (if any), and if the project has previously received RFFA dollars. This information is an important part of fully understanding a project’s attributes and the tradeoffs involved when considering different funding packages.

At the bottom of each example is a summary of the subregional distribution of funds that would occur through adoption of that specific funding example. With the exception of example 3, the summary shows the remaining unallocated funding between the two funding sources in that example. The total number of projects funded and breakdown of projects by subregion in each example is shown in Table 2 below.

**Table 2.
Subregional project breakdown, by example**

Example	Total projects funded	Clackamas	Multnomah	Portland	Washington	Funding not yet allocated
Baseline	18	3	2	6	7	\$8.35M
1	22	4	3	7	8	\$4.13M
2	21	5	4	6	6	\$1.51M
3	24	5	3	7	9	(\$0.94M)

The RFFA allocation objectives, as adopted in the 2025-2027 RFFA Program Direction, direct that investments should be made throughout the region, but that there are no funding targets or formulas permitted. Considering this direction, each example illustrates the percentage of funds that would be allocated to each subregion. For the sake of comparison, the subregional population breakdown is as shown below in Table 3.

Table 3.
Subregional population within Metropolitan Planning Area
(American Community Survey, 2016-2020)

Population within MPA ACS 2016-2020		
Subregion	Population	Pct of reg. total
Clackamas	275,852	17%
Multnomah	149,674	9%
Portland	653,555	40%
Washington	534,656	33%
Total	1,613,737	100%

Also summarized for each example is the number of Planning/Project Development and Construction projects funding in that example. This is done in response to RFFA allocation objectives direction to consider funding projects at all phases from conception to final construction.

UPDATE 8/8/22: In their August 5 meeting, TPAC reviewed and discussed the three funding examples illustrated above.

While several members indicated support for a funding package based on Example 2, there were also concerns about that example expressed from the City of Portland and Washington County representatives. The City of Portland indicated that the Martin Luther King Jr. Blvd project was one they wished to see funded. Washington County felt that the level of funding awarded to their part of the region was inequitable in Example 2 and stated that the Fanno Creek Trail and Allen Blvd projects were important to be included.

There was also input from TPAC that decision makers should be mindful of the need to invest in project development as well as construction in order for the region to be prepared for potential new funding sources and future RFFA cycles.

TPAC members agreed to discuss potential funding package options at their coordinating committee meetings prior to their action in September on a recommended funding package for JPACT's consideration and action.

Timeline and next steps

Continuing the conversation from previous months, JPACT is requested in their August meeting to provide input to help staff develop a draft RFFA recommendation for TPAC's action in their September meeting. TPAC's recommended project list will be brought to JPACT for action in the September TPAC meeting. JPACT input in the August 18 meeting will also be considered in developing a staff recommendation for the Parks Bond funding, which will be presented to Metro Council and requested to be adopted in September.

Pending JPACT's action in September, final adoption of the 2025-2027 Regional Flexible Funds Allocation is scheduled for the October 13 Metro Council meeting. Table 4 below provides additional information.

Table 4.
RFFA Step 2 and Parks Bond project selection schedule

<p>August</p>	<p>5 – TPAC 18 – JPACT</p>	<p>RFFA Refine draft examples for recommendation, w/CCC priorities. Draft Council legislation</p>	<p>Parks Bond Metro staff finalize funding proposal, incorporating input from JPACT. Metro COO recommends Bond Trails Grant project list to Council</p>
<p>September</p>	<p>2 – TPAC ACTION 15 – JPACT ACTION TBD – Council ACTION (on Bond-funded projects)</p>	<p>Recommendation to JPACT Approved project list to Council</p>	<p>Council approves and adopts Bond Trails Grants project list</p>
<p>October</p>	<p>13 – Council ACTION (on RFFA-funded projects)</p>	<p>Final adoption of 25-27 RFFA funding allocations</p>	

Questions for JPACT discussion

- Are there questions about the funding examples?
- What elements of these examples should be incorporated into a draft recommendation (e.g. How should subregional priorities be used? What consideration should be given to projects with a high level of public support? How should the additional information not captured in the Outcomes Evaluation be considered?)
- Is there a different approach to developing a recommendation that TPAC wishes to consider?
- What information do you wish to communicate to JPACT regarding a funding recommendation?

Baseline

Project	Applicant	Subregion	Fund Source	Phases funded	Requested amount	Funded amount	Equity Safety	Equity	Safety	Climate	Con. Rel.	Trails	Overall	Risk Assessment		Public Comment		CCC Priority	Previous RFFA?	Additional Information
														Rating	Archaeological Probability	Responses (avg. 75)	Avg rating (avg. 4.47)			
Parks Bond projects																				
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	funded in RFFA	81%	78%	83%	44%	N/A	71%	69%	Med-High	Very High	112	4.80	1	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Westside Trail Bridge	THPRD	Wash	Bond	Plan/PD	\$ 1,907,500	\$ 1,907,500	80%	89%	71%	33%	N/A	76%	67%	Med-High	Low	139	4.76	-		Planning and project development of trail crossing of US 26. Improves access to high school, employment, recreation sites
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	funded in RFFA	79%	67%	92%	67%	N/A	82%	77%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
Scott Creek Trail	Happy Valley	Clac	Bond	Plan/PD	\$ 89,562	\$ 89,562	79%	78%	79%	44%	N/A	47%	62%	Med-High	Moderate	39	4.64	3		Creates off street trail option to 117th, safer crossing of Sunnyside Rd, connection between parks
Gresh-Fairview Trail	Gresham	Mult	Bond	Const	\$ 4,232,979	\$ 4,232,979	73%	67%	79%	56%	N/A	65%	67%	Low	High	80	4.65	1		Adds safe AT improvements on high crash street. Continuation northward of regional trail
Trolley Trail	NCPRD	Clac	Bond	Const	\$ 651,750	\$ 651,750	69%	67%	71%	56%	N/A	88%	70%	Med-Low	Very High	168	4.67	1	Y	Improves deficiencies to heavily used section of existing regional trail, access to park and river
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	funded in RFFA	69%	67%	71%	56%	N/A	82%	69%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,261,645	\$ 2,261,645	63%	56%	71%	56%	N/A	59%	60%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	\$ 200,000	59%	56%	63%	33%	N/A	53%	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	\$ 4,500,000	58%	44%	71%	33%	N/A	71%	55%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
NP Greenway (Kelley Pt Pk to Slough)	PPR	Port	Either	Const	\$ 3,483,699	\$ 1,881,008	57%	56%	58%	44%	N/A	56%	54%	Low	Very High	92	4.68	3		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Cornfoot Rd	PBOT	Port	Either	Const	\$ 5,225,500		51%	56%	46%	44%	N/A	59%	51%	Medium	High	35	4.66	4		Connects EFA with employment area, improves freight route, builds section of regional trail
Westside Trail: Seg 1	King City	Wash	Bond	Plan/PD	\$ 210,000		47%	44%	50%	22%	N/A	56%	43%	High	Mod-High	13	4.08	-	Y	Planning for section of regional trail network. Creates safer AT access to park and recreation opportunities
Sandy River Greenway	Troutdale	Mult	Bond	Const	\$ 1,945,800		44%	22%	67%	44%	N/A	47%	45%	Med-Low	Mod-High	214	4.84	2		Regional trail connection between town center, transit and industrial area. Connects to state trail, add safe crossing of rail line, improves access to nature, parks
Clackamas River Trail	Happy Valley	Clac	Bond	Const	\$ 666,175		38%	33%	42%	11%	N/A	29%	29%	High	Moderate	59	4.58	2		MUP along section of Clackamas River, part of series of improvements and natural area

Legend:		100% Total Available	\$ 15,724,444		Ratings legend:
Project is funded through Parks Bond		Available	\$ 20,000,000		BEST
Project is funded through RFFA		Difference	\$ 4,275,556		BETTER
Project is not funded through either source					GOOD

RFFA projects																				
162nd Ave	Gresham	Mult	RFFA	Const	\$ 7,575,882	\$ 7,575,882	92%	100%	83%	67%	79%	N/A	82%	Med-Low	Moderate	43	4.40	1		Adds bike lanes, sidewalks, lighting safe crossings to major N/S arterial on Gresham/Portland boundary. Improves AT gap in network, access to school, transit
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	\$ 4,860,647	81%	78%	83%	44%	79%	N/A	71%	Low	Very High	112	4.80	3	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	\$ 5,511,000	79%	67%	92%	67%	79%	N/A	76%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
148th Ave	PBOT	Port	RFFA	Const	\$ 7,100,335	\$ 7,100,335	76%	89%	63%	67%	54%	N/A	68%	Low	Moderate	36	3.72	1	Y	Adds protected bike lanes, sidewalks, lighting safe crossings to major N/S arterial in E Portland. Improves access to MAX
Beaverton Creek Trail	THPRD	Wash	RFFA	Const	\$ 2,055,647	\$ 2,055,647	74%	78%	71%	56%	79%	N/A	71%	High	High	46	4.65	-	Y	Replaces on-street sections of regional trail. Improves access to MAX, bus lines. Connects to Westside Trail
I-205 MUP	Clackamas Co	Clac	RFFA	Plan/PD	\$ 1,094,858	\$ 1,094,858	74%	78%	71%	56%	71%	N/A	69%	Low	Moderate	60	4.28	1		Design for section of regional MUP which is currently on-street
Fanno Ck Trail	Tigard	Wash	RFFA	Plan/PD	\$ 1,606,705	\$ 1,606,705	74%	89%	58%	56%	54%	N/A	64%	Low	Mod-High	262	4.71	-	Y	Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
MLK Blvd	PBOT	Port	RFFA	Const	\$ 5,532,955	\$ 5,532,955	70%	78%	63%	78%	88%	N/A	76%	Low	Moderate	50	4.60	4	Y	Continues previous phases of crossing, intersection improvements
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	\$ 245,000	69%	67%	71%	56%	79%	N/A	68%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
57th Ave-Cully Blvd	PBOT	Port	RFFA	Const	\$ 7,643,201	\$ 7,643,201	65%	67%	63%	67%	71%	N/A	67%	Low	Mod-High	23	4.43	2	Y	Continues previous phases of protected bike and pedestrian facilities S of Prescott. Adds safer crossings, access to grocery, pharmacy, transit
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,899,104	funded in Parks Bond	63%	56%	71%	56%	79%	N/A	65%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
7th Ave	PBOT	Port	RFFA	Const	\$10,692,227		63%	56%	71%	67%	79%	N/A	68%	Low	High	88	4.43	5		Upgrades existing AT infrastructure in high traffic corridor. Protected bike lanes, upgraded signals, parallels freight route
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	funded in Parks Bond	59%	56%	63%	33%	54%	N/A	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Allen Blvd	Beaverton	Wash	RFFA	Plan/PD	\$ 723,670		58%	67%	50%	67%	79%	N/A	66%	Low	Mod-High	38	4.39	-		Planning and design options for safety improvements on high-volume street in EFA
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	funded in Parks Bond	58%	44%	71%	33%	67%	N/A	54%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
Troutdale Rd	Multnomah Co	Mult	RFFA	Plan/PD	\$ 1,720,000		57%	56%	58%	44%	50%	N/A	52%	Low	Mod-High	45	4.49	-		Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
Taylor's Fy Rd	PBOT	Port	RFFA	Const	\$10,124,236		57%	56%	58%	56%	67%	N/A	59%	Med-High	Mod-High	66	4.94	6		Improves access to transit, adds AT infrastructure, improves crossings. Design options limited due to geographical, environmental constraints
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 4,465,605	part funded in Parks Bond	57%	56%	58%	44%	54%	N/A	53%	Low	Very High	92	4.68	-		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Sandy Blvd	Multnomah Co	Mult	RFFA	Const	\$ 6,500,000		53%	44%	63%	67%	79%	N/A	63%	Medium	High	38	4.68	2	Y	Serves low-income housing, improves transit access, connections to employment, extends previous RFFA funded improvements eastward
Cornfoot Rd	PBOT	Port	Either	Const	\$ 6,698,345		51%	56%	46%	44%	83%	N/A	57%	Medium	High	35	4.66	7		Connects EFA with employment area, improves freight route, builds section of regional trail
Willamette Falls Dr	West Linn	Clac	RFFA	Const	\$ 3,497,580		48%	33%	63%	56%	54%	N/A	51%	Med-Low	High	138	4.30	2		Parallels I-205, improves safety and transit access on street likely to see increased traffic due to tolling
Lakeview Blvd	Lake Oswego	Clac	RFFA	Plan/PD	\$ 450,036		40%	67%	13%	56%	13%	N/A	37%	Med-Low	Mod-High	18	3.06	3		Planning and design options for street bordering residential and industrial zones

Legend:		100% Total Available	\$ 43,226,230		Ratings legend:
Project is funded through RFFA		Available	\$ 47,300,000		BEST
Project is funded through Parks Bond		Difference	\$ 4,073,770		BETTER
Project is not funded through either source					GOOD

	projs requested	funding requested	% of regional funding requested (\$67.3M avail.)	projects funded	amount awarded	% of requested projects funded	% of regional funding awarded	project phases funded	
								Planning/PD	Const
Clackamas County	6	\$ 6,449,961	10%	3	\$ 1,836,170	50%	3%	2	1
Multnomah County	5	\$ 21,974,661	33%	2	\$ 11,808,861	40%	18%	0	2
Portland	9	\$ 60,016,655	89%	6	\$ 29,279,791	67%	44%	0	6
Washington County	9	\$ 16,959,522	25%	7	\$ 16,025,852	78%	24%	5	2
totals		\$ 105,400,799		18	\$ 58,950,674		88%	7	11

Example 1: Equity+Safety, with cost adjustments to Bond projects

Project	Applicant	Subregion	Fund Source	Phases funded	Requested amount	Funded amount	Equity Safety	Equity	Safety	Climate	Con. Rel.	Trails	Overall	Risk Assessment		Public Comment		CCC Priority	Previous RIFA?	Additional Information
														Rating	Archaeological Probability	Responses (avg. 75)	Avg rating (avg. 4.47)			
Parks Bond projects																				
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	funded in RFFA	81%	78%	83%	44%	N/A	71%	69%	Med-High	Very High	112	4.80	1	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Westside Trail Bridge	THPRD	Wash	Bond	Plan/PD	\$ 1,907,500	\$ 1,907,500	80%	89%	71%	33%	N/A	76%	67%	Med-High	Low	139	4.76	-		Planning and project development of trail crossing of US 26. Improves access to high school, employment, recreation sites
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	funded in RFFA	79%	67%	92%	67%	N/A	82%	77%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
Scott Creek Trail	Happy Valley	Clac	Bond	Plan/PD	\$ 89,562	\$ 89,562	79%	78%	79%	44%	N/A	47%	62%	Med-High	Moderate	39	4.64	3		Creates off street trail option to 117th, safer crossing of Sunnyside Rd, connection between parks
Gresh-Fairview Trail	Gresham	Mult	Bond	Const	\$ 4,232,979	\$ 4,232,979	73%	67%	79%	56%	N/A	65%	67%	Low	High	80	4.65	1		Adds safe AT improvements on high crash street. Continuation northward of regional trail
Trolley Trail	NCPRD	Clac	Bond	Const	\$ 651,750	\$ 651,750	69%	67%	71%	56%	N/A	88%	70%	Med-Low	Very High	168	4.67	1	Y	Improves deficiencies to heavily used section of existing regional trail, access to park and river
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	funded in RFFA	69%	67%	71%	56%	N/A	82%	69%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,261,645	\$ 2,261,645	63%	56%	71%	56%	N/A	59%	60%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	\$ 200,000	59%	56%	63%	33%	N/A	53%	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	\$ 1,000,000	58%	44%	71%	33%	N/A	71%	55%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 3,483,699	\$ 1,881,008	57%	56%	58%	44%	N/A	56%	54%	Low	Very High	92	4.68	3		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Cornfoot Rd	PBOT	Port	Either	Const	\$ 5,225,500	\$ 4,900,000	51%	56%	46%	44%	N/A	59%	51%	Medium	High	35	4.66	4		Connects EFA with employment area, improves freight route, builds section of regional trail
Westside Trail: Seg 1	King City	Wash	Bond	Plan/PD	\$ 210,000	\$ 210,000	47%	44%	50%	22%	N/A	56%	43%	High	Mod-High	13	4.08	-	Y	Planning for section of regional trail network. Creates safer AT access to park and recreation opportunities
Sandy River Greenway	Troutdale	Mult	Bond	Const	\$ 1,945,800	\$ 1,945,800	44%	22%	67%	44%	N/A	47%	45%	Med-Low	Mod-High	214	4.84	2		Regional trail connection between town center, transit and industrial area. Connects to state trail, add safe crossing of rail line, improves access to nature, parks
Clackamas River Trail	Happy Valley	Clac	Bond	Const	\$ 666,175	\$ 666,175	38%	33%	42%	11%	N/A	29%	29%	High	Moderate	59	4.58	2		MUP along section of Clackamas River, part of series of improvements and natural area
Legend:							100% Total			Ratings legend:										
Project is funded through Parks Bond							Available			BEST										
Project is funded through RFFA							Difference			BETTER										
Project is not funded through either source										GOOD										

RFFA projects																				
162nd Ave	Gresham	Mult	RFFA	Const	\$ 7,575,882	\$ 7,575,882	92%	100%	83%	67%	79%	N/A	82%	Med-Low	Moderate	43	4.40	1		Adds bike lanes, sidewalks, lighting safe crossings to major N/S arterial on Gresham/Portland boundary. Improves AT gap in network, access to school, transit
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	\$ 4,860,647	81%	78%	83%	44%	79%	N/A	71%	Low	Very High	112	4.80	3	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	\$ 5,511,000	79%	67%	92%	67%	79%	N/A	76%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
148th Ave	PBOT	Port	RFFA	Const	\$ 7,100,335	\$ 7,100,335	76%	89%	63%	67%	54%	N/A	68%	Low	Moderate	36	3.72	1	Y	Adds protected bike lanes, sidewalks, lighting safe crossings to major N/S arterial in E Portland. Improves access to MAX
Beaverton Creek Trail	THPRD	Wash	RFFA	Const	\$ 2,055,647	\$ 2,055,647	74%	78%	71%	56%	79%	N/A	71%	High	High	46	4.65	-	Y	Replaces on-street sections of regional trail. Improves access to MAX, bus lines. Connects to Westside Trail
I-205 MUP	Clackamas Co	Clac	RFFA	Plan/PD	\$ 1,094,858	\$ 1,094,858	74%	78%	71%	56%	71%	N/A	69%	Low	Moderate	60	4.28	1		Design for section of regional MUP which is currently on-street
Fanno Ck Trail	Tigard	Wash	RFFA	Plan/PD	\$ 1,606,705	\$ 1,606,705	74%	89%	58%	56%	54%	N/A	64%	Low	Mod-High	262	4.71	-	Y	Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
MLK Blvd	PBOT	Port	RFFA	Const	\$ 5,532,955	\$ 5,532,955	70%	78%	63%	78%	88%	N/A	76%	Low	Moderate	50	4.60	4	Y	Continues previous phases of crossing, intersection improvements
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	\$ 245,000	69%	67%	71%	56%	79%	N/A	68%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
57th Ave-Cully Blvd	PBOT	Port	RFFA	Const	\$ 7,643,201	\$ 7,643,201	65%	67%	63%	67%	71%	N/A	67%	Low	Mod-High	23	4.43	2	Y	Continues previous phases of protected bike and pedestrian facilities S of Prescott. Adds safer crossings, access to grocery, pharmacy, transit
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,899,104	funded in Parks Bond	63%	56%	71%	56%	79%	N/A	65%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
7th Ave	PBOT	Port	RFFA	Const	\$10,692,227	funded in Parks Bond	63%	56%	71%	67%	79%	N/A	68%	Low	High	88	4.43	5		Upgrades existing AT infrastructure in high traffic corridor. Protected bike lanes, upgraded signals, parallels freight route
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	funded in Parks Bond	59%	56%	63%	33%	54%	N/A	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Allen Blvd	Beaverton	Wash	RFFA	Plan/PD	\$ 723,670		58%	67%	50%	67%	79%	N/A	66%	Low	Mod-High	38	4.39	-		Planning and design options for safety improvements on high-volume street in EFA
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	part funded in Parks Bond	58%	44%	71%	33%	67%	N/A	54%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
Troutdale Rd	Multnomah Co	Mult	RFFA	Plan/PD	\$ 1,720,000		57%	56%	58%	44%	50%	N/A	52%	Low	Mod-High	45	4.49	-		Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
Taylor's Fy Rd	PBOT	Port	RFFA	Const	\$10,124,236		57%	56%	58%	56%	67%	N/A	59%	Med-High	Mod-High	66	4.94	6		Improves access to transit, adds AT infrastructure, improves crossings. Design options limited due to geographical, environmental constraints
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 4,465,605	part funded in Parks Bond	57%	56%	58%	44%	54%	N/A	53%	Low	Very High	92	4.68	-		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Sandy Blvd	Multnomah Co	Mult	RFFA	Const	\$ 6,500,000		53%	44%	63%	67%	79%	N/A	63%	Medium	High	38	4.68	2	Y	Serves low-income housing, improves transit access, connections to employment, extends previous RFFA funded improvements eastward
Cornfoot Rd	PBOT	Port	Either	Const	\$ 6,698,345	part funded in Parks Bond	51%	56%	46%	44%	83%	N/A	57%	Medium	High	35	4.66	7		Connects EFA with employment area, improves freight route, builds section of regional trail
Willamette Falls Dr	West Linn	Clac	RFFA	Const	\$ 3,497,580		48%	33%	63%	56%	54%	N/A	51%	Med-Low	High	138	4.30	2		Parallels I-205, improves safety and transit access on street likely to see increased traffic due to tolling
Lakeview Blvd	Lake Oswego	Clac	RFFA	Plan/PD	\$ 450,036		40%	67%	13%	56%	13%	N/A	37%	Med-Low	Mod-High	18	3.06	3		Planning and design options for street bordering residential and industrial zones
Legend:							100% Total			Ratings legend:										
Project is funded through RFFA							Available			BEST										
Project is funded through Parks Bond							Difference			BETTER										
Project is not funded through either source										GOOD										

	projs requested	funding requested	% of regional funding requested (\$67.3M avail.)	projects funded	amount awarded	% of requested projects funded	% of regional funding awarded	project phases funded	
								Planning/PD	Const
Clackamas County	6	\$ 6,449,961	10%	4	\$ 2,502,345	67%	4%	2	2
Multnomah County	5	\$ 21,974,661	33%	3	\$ 13,754,661	60%	20%	0	3
Portland	9	\$ 60,016,655	89%	7	\$ 34,179,791	78%	51%	0	7
Washington County	9	\$ 16,959,522	25%	8	\$ 12,735,852	89%	19%	6	2
totals		\$ 105,400,799		22	\$ 63,172,649		94%	8	14

Example 2: Equity+Safety, with top 2 priorities funded

Project	Applicant	Subregion	Fund Source	Phases funded	Requested amount	Funded amount	Equity Safety	Equity	Safety	Climate	Con. Rel.	Trails	Overall	Risk Assessment		Public Comment		CCC Priority	Previous RFFA?	Additional Information
														Rating	Archaeological Probability	Responses (avg. 75)	Avg. rating (avg. 4.47)			
Parks Bond projects																				
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	funded in RFFA	81%	78%	83%	44%	N/A	71%	69%	Med-High	Very High	112	4.80	1	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Gresh-Fairview Trail	Gresham	Mult	Bond	Const	\$ 4,232,979	\$ 4,232,979	73%	67%	79%	56%	N/A	65%	67%	Low	High	80	4.65	1		Adds safe AT improvements on high crash street. Continuation northward of regional trail
Trolley Trail	NCPRD	Clac	Bond	Const	\$ 651,750	\$ 651,750	69%	67%	71%	56%	N/A	88%	70%	Med-Low	Very High	168	4.67	1	Y	Improves deficiencies to heavily used section of existing regional trail, access to park and river
Westside Trail Bridge	THPRD	Wash	Bond	Plan/PD	\$ 1,907,500	\$ 1,907,500	80%	89%	71%	33%	N/A	76%	67%	Med-High	Low	139	4.76	-		Planning and project development of trail crossing of US 26. Improves access to high school, employment, recreation sites
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,261,645	\$ 2,261,645	63%	56%	71%	56%	N/A	59%	60%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
Sandy River Greenway	Troutdale	Mult	Bond	Const	\$ 1,945,800	\$ 1,945,800	44%	22%	67%	44%	N/A	47%	45%	Med-Low	Mod-High	214	4.84	2		Regional trail connection between town center, transit and industrial area. Connects to state trail, add safe crossing of rail line, improves access to nature, parks
Clackamas River Trail	Happy Valley	Clac	Bond	Const	\$ 666,175	\$ 666,175	38%	33%	42%	11%	N/A	29%	29%	High	Moderate	59	4.58	2		MUP along section of Clackamas River, part of series of improvements and natural area
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	funded in RFFA	79%	67%	92%	67%	N/A	82%	77%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
Scott Creek Trail	Happy Valley	Clac	Bond	Plan/PD	\$ 89,562	\$ 89,562	79%	78%	79%	44%	N/A	47%	62%	Med-High	Moderate	39	4.64	3		Creates off street trail option to I17th, safer crossing of Sunnyside Rd, connection between parks
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000		69%	67%	71%	56%	N/A	82%	69%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	\$ 200,000	59%	56%	63%	33%	N/A	53%	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	\$ 1,000,000	58%	44%	71%	33%	N/A	71%	55%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 3,483,699	\$ 1,881,008	57%	56%	58%	44%	N/A	56%	54%	Low	Very High	92	4.68	3		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Cornfoot Rd	PBOT	Port	Either	Const	\$ 5,225,500	\$ 4,900,000	51%	56%	46%	44%	N/A	59%	51%	Medium	High	35	4.66	4		Connects EFA with employment area, improves freight route, builds section of regional trail
Westside Trail: Seg 1	King City	Wash	Bond	Plan/PD	\$ 210,000	\$ 210,000	47%	44%	50%	22%	N/A	56%	43%	High	Mod-High	13	4.08	-	Y	Planning for section of regional trail network. Creates safer AT access to park and recreation opportunities
Legend:					100% Total \$ 19,946,419		Ratings legend:													
Project is funded through Parks Bond					Available \$ 20,000,000		BEST													
Project is funded through RFFA					Difference \$ 53,581		BETTER													
Project is not funded through either source							GOOD													

RFFA projects																				
162nd Ave	Gresham	Mult	RFFA	Const	\$ 7,575,882	\$ 7,575,882	92%	100%	83%	67%	79%	N/A	82%	Med-Low	Moderate	43	4.40	1		Adds bike lanes, sidewalks, lighting safe crossings to major N/S arterial on Gresham/Portland boundary. Improves AT gap in network, access to school, transit
148th Ave	PBOT	Port	RFFA	Const	\$ 7,100,335	\$ 7,100,335	76%	89%	63%	67%	54%	N/A	68%	Low	Moderate	36	3.72	1	Y	Adds protected bike lanes, sidewalks, lighting safe crossings to major N/S arterial in E Portland. Improves access to MAX
I-205 MUP	Clackamas Co	Clac	RFFA	Plan/PD	\$ 1,094,858	\$ 1,094,858	74%	78%	71%	56%	71%	N/A	69%	Low	Moderate	60	4.28	1		Design for section of regional MUP which is currently on-street
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	\$ 5,511,000	79%	67%	92%	67%	79%	N/A	76%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
57th Ave-Cully Blvd	PBOT	Port	RFFA	Const	\$ 7,643,201	\$ 7,643,201	65%	67%	63%	67%	71%	N/A	67%	Low	Mod-High	23	4.43	2	Y	Continues previous phases of protected bike and pedestrian facilities S of Prescott. Adds safer crossings, access to grocery, pharmacy, transit
Sandy Blvd	Multnomah Co	Mult	RFFA	Const	\$ 6,500,000	\$ 6,500,000	53%	44%	63%	67%	79%	N/A	63%	Medium	High	38	4.68	2	Y	Serves low-income housing, improves transit access, connections to employment, extends previous RFFA funded improvements eastward
Willamette Falls Dr	West Linn	Clac	RFFA	Const	\$ 3,497,580	\$ 3,497,580	48%	33%	63%	56%	54%	N/A	51%	Med-Low	High	138	4.30	2		Parallels I-205, improves safety and transit access on street likely to see increased traffic due to tolling
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	\$ 4,860,647	81%	78%	83%	44%	79%	N/A	71%	Low	Very High	112	4.80	3	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Beaverton Creek Trail	THPRD	Wash	RFFA	Const	\$ 2,055,647	\$ 2,055,647	74%	78%	71%	56%	79%	N/A	71%	High	High	46	4.65	-	Y	Replaces on-street sections of regional trail. Improves access to MAX, bus lines. Connects to Westside Trail
Fanno Ck Trail	Tigard	Wash	RFFA	Plan/PD	\$ 1,606,705		74%	89%	58%	56%	54%	N/A	64%	Low	Mod-High	262	4.71	-	Y	Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
MLK Blvd	PBOT	Port	RFFA	Const	\$ 5,532,955		70%	78%	63%	78%	88%	N/A	76%	Low	Moderate	50	4.60	4	Y	Continues previous phases of crossing, intersection improvements
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000		69%	67%	71%	56%	79%	N/A	68%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,899,104	funded in Parks Bond	63%	56%	71%	56%	79%	N/A	65%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
7th Ave	PBOT	Port	RFFA	Const	\$10,692,227		63%	56%	71%	67%	79%	N/A	68%	Low	High	88	4.43	5		Upgrades existing AT infrastructure in high traffic corridor. Protected bike lanes, upgraded signals, parallels freight route
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	funded in Parks Bond	59%	56%	63%	33%	54%	N/A	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Allen Blvd	Beaverton	Wash	RFFA	Plan/PD	\$ 723,670		58%	67%	50%	67%	79%	N/A	66%	Low	Mod-High	38	4.39	-		Planning and design options for safety improvements on high-volume street in EFA
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	part funded in Parks Bond	58%	44%	71%	33%	67%	N/A	54%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
Troutdale Rd	Multnomah Co	Mult	RFFA	Plan/PD	\$ 1,720,000		57%	56%	58%	44%	50%	N/A	52%	Low	Mod-High	45	4.49	-		Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
Taylor's Fy Rd	PBOT	Port	RFFA	Const	\$10,124,236		57%	56%	58%	56%	67%	N/A	59%	Med-High	Mod-High	66	4.94	6		Improves access to transit, adds AT infrastructure, improves crossings. Design options limited due to geographical, environmental constraints
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 4,465,605	part funded in Parks Bond	57%	56%	58%	44%	54%	N/A	53%	Low	Very High	92	4.68	-		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Cornfoot Rd	PBOT	Port	Either	Const	\$ 6,698,345	part funded in Parks Bond	51%	56%	46%	44%	83%	N/A	57%	Medium	High	35	4.66	7		Connects EFA with employment area, improves freight route, builds section of regional trail
Lakeview Blvd	Lake Oswego	Clac	RFFA	Plan/PD	\$ 450,036		40%	67%	13%	56%	13%	N/A	37%	Med-Low	Mod-High	18	3.06	3		Planning and design options for street bordering residential and industrial zones
Legend:					100% Total \$ 45,839,150		Ratings legend:													
Project is funded through RFFA					Available \$ 47,300,000		BEST													
Project is funded through Parks Bond					Difference \$ 1,460,850		BETTER													
Project is not funded through either source							GOOD													

	projs requested	funding requested	% of regional funding requested (\$67.3M avail.)	projects funded	amount awarded	% of requested projects funded	% of regional funding awarded	project phases funded	
								Planning/PD	Const
Clackamas County	6	\$ 6,449,961	10%	5	\$ 5,999,925	83%	9%	2	3
Multnomah County	5	\$ 21,974,661	33%	4	\$ 20,254,661	80%	30%	0	4
Portland	9	\$ 60,016,655	89%	6	\$ 28,646,836	67%	43%	0	6
Washington County	9	\$ 16,959,522	25%	6	\$ 10,884,147	67%	16%	4	2
totals		\$ 105,400,799		21	\$ 65,785,569		98%	6	15

Example 3: Equity+Safety, with next Washington, Clackamas projects funded

Project	Applicant	Subregion	Fund Source	Phases funded	Requested amount	Funded amount	Equity Safety	Equity	Safety	Climate	Con. Rel.	Trails	Overall	Risk Assessment		Public Comment		CCC Priority	Previous RFFA?	Additional Information
														Rating	Archaeological Probability	Responses (avg. 75)	Avg rating (avg. 4.47)			
Parks Bond projects																				
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	funded in RFFA	81%	78%	83%	44%	N/A	71%	69%	Med-High	Very High	112	4.80	1	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Gresh-Fairview Trail	Gresham	Mult	Bond	Const	\$ 4,232,979	\$ 4,232,979	73%	67%	79%	56%	N/A	65%	67%	Low	High	80	4.65	1		Adds safe AT improvements on high crash street. Continuation northward of regional trail
Trolley Trail	NCPRD	Clac	Bond	Const	\$ 651,750	\$ 651,750	69%	67%	71%	56%	N/A	88%	70%	Med-Low	Very High	168	4.67	1	Y	Improves deficiencies to heavily used section of existing regional trail, access to park and river
Westside Trail Bridge	THPRD	Wash	Bond	Plan/PD	\$ 1,907,500	\$ 1,907,500	80%	89%	71%	33%	N/A	76%	67%	Med-High	Low	139	4.76	-		Planning and project development of trail crossing of US 26. Improves access to high school, employment, recreation sites
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	funded in RFFA	79%	67%	92%	67%	N/A	82%	77%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
Scott Creek Trail	Happy Valley	Clac	Bond	Plan/PD	\$ 89,562	\$ 89,562	79%	78%	79%	44%	N/A	47%	62%	Med-High	Moderate	39	4.64	3		Creates off street trail option to 117th, safer crossing of Sunnyside Rd, connection between parks
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	funded in RFFA	69%	67%	71%	56%	N/A	82%	69%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,261,645	\$ 2,261,645	63%	56%	71%	56%	N/A	59%	60%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	\$ 200,000	59%	56%	63%	33%	N/A	53%	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	\$ 1,000,000	58%	44%	71%	33%	N/A	71%	55%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 3,483,699	\$ 1,881,008	57%	56%	58%	44%	N/A	56%	54%	Low	Very High	92	4.68	3		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Cornfoot Rd	PBOT	Port	Either	Const	\$ 5,225,500	\$ 4,900,000	51%	56%	46%	44%	N/A	59%	51%	Medium	High	35	4.66	4		Connects EFA with employment area, improves freight route, builds section of regional trail
Westside Trail: Seg 1	King City	Wash	Bond	Plan/PD	\$ 210,000	\$ 210,000	47%	44%	50%	22%	N/A	56%	43%	High	Mod-High	13	4.08	-	Y	Planning for section of regional trail network. Creates safer AT access to park and recreation opportunities
Sandy River Greenway	Troutdale	Mult	Bond	Const	\$ 1,945,800	\$ 1,945,800	44%	22%	67%	44%	N/A	47%	45%	Med-Low	Mod-High	214	4.84	2		Regional trail connection between town center, transit and industrial area. Connects to state trail, add safe crossing of rail line, improves access to nature, parks
Clackamas River Trail	Happy Valley	Clac	Bond	Const	\$ 666,175	\$ 666,175	38%	33%	42%	11%	N/A	29%	29%	High	Moderate	59	4.58	2		MUP along section of Clackamas River, part of series of improvements and natural area
Legend:							100% Total Available			Ratings legend:										
Project is funded through Parks Bond							\$ 19,946,419			BEST										
Project is funded through RFFA							\$ 20,000,000			BETTER										
Project is not funded through either source							\$ 53,581			GOOD										
RFFA projects																				
162nd Ave	Gresham	Mult	RFFA	Const	\$ 7,575,882	\$ 7,575,882	92%	100%	83%	67%	79%	N/A	82%	Med-Low	Moderate	43	4.40	1		Adds bike lanes, sidewalks, lighting safe crossings to major N/S arterial on Gresham/Portland boundary. Improves AT gap in network, access to school, transit
148th Ave	PBOT	Port	RFFA	Const	\$ 7,100,335	\$ 7,100,335	76%	89%	63%	67%	54%	N/A	68%	Low	Moderate	36	3.72	1	Y	Adds protected bike lanes, sidewalks, lighting safe crossings to major N/S arterial in E Portland. Improves access to MAX
I-205 MUP	Clackamas Co	Clac	RFFA	Plan/PD	\$ 1,094,858	\$ 1,094,858	74%	78%	71%	56%	71%	N/A	69%	Low	Moderate	60	4.28	1		Design for section of regional MUP which is currently on-street
Council Ck Trail	Washington Co	Wash	Either	Const	\$ 5,511,000	\$ 5,511,000	79%	67%	92%	67%	79%	N/A	76%	Medium	Mod-High	56	4.45	-	Y	Improves 20 street crossings of regional trail. Creates safe AT route parallel to high crash road (OR 8).
NP Greenway (Columbia Bl to Cathedral Pk)	PPR	Port	Either	Const	\$ 4,860,647	\$ 4,860,647	81%	78%	83%	44%	79%	N/A	71%	Low	Very High	112	4.80	3	Y	Completes section of regional trail, adds safer crossing of Columbia Blvd, safer on-street connections, improves access to town center, natural areas and parks.
Beaverton Creek Trail	THPRD	Wash	RFFA	Const	\$ 2,055,647	\$ 2,055,647	74%	78%	71%	56%	79%	N/A	71%	High	High	46	4.65	-	Y	Replaces on-street sections of regional trail. Improves access to MAX, bus lines. Connects to Westside Trail
Fanno Ck Trail	Tigard	Wash	RFFA	Plan/PD	\$ 1,606,705	\$ 1,606,705	74%	89%	58%	56%	54%	N/A	64%	Low	Mod-High	262	4.71	-	Y	Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
MLK Blvd	PBOT	Port	RFFA	Const	\$ 5,532,955	\$ 5,532,955	70%	78%	63%	78%	88%	N/A	76%	Low	Moderate	50	4.60	4	Y	Continues previous phases of crossing, intersection improvements
Tigard-LO Trail	Tigard	Wash	Either	Plan/PD	\$ 245,000	\$ 245,000	69%	67%	71%	56%	79%	N/A	68%	Med-Low	High	90	4.48	-		Planning for potential regional trail connection through I-5 & OR 217 interchange. Will connect to bike/ped crossing of I-5
57th Ave-Cully Blvd	PBOT	Port	RFFA	Const	\$ 7,643,201	\$ 7,643,201	65%	67%	63%	67%	71%	N/A	67%	Low	Mod-High	23	4.43	2	Y	Continues previous phases of protected bike and pedestrian facilities S of Prescott. Adds safer crossings, access to grocery, pharmacy, transit
Marine Dr Trail	PPR	Port	Either	Const	\$ 2,899,104	funded in Parks Bond	63%	56%	71%	56%	79%	N/A	65%	Med-Low	High	71	4.62	2	Y	Fills gap of regional trail between I-205 & 122nd. Replaces narrow bike lanes on high crash street, heavy truck traffic
7th Ave	PBOT	Port	RFFA	Const	\$10,692,227		63%	56%	71%	67%	79%	N/A	68%	Low	High	88	4.43	5		Upgrades existing AT infrastructure in high traffic corridor. Protected bike lanes, upgraded signals, parallels freight route
Emerald Necklace Trail	Forest Grove	Wash	Either	Plan/PD	\$ 200,000	funded in Parks Bond	59%	56%	63%	33%	54%	N/A	51%	Med-High	Mod-High	47	4.62	-		Connector to other trails in regional and state networks. May potentially receive \$2.24 million federal funding award in July
Allen Blvd	Beaverton	Wash	RFFA	Plan/PD	\$ 723,670	\$ 723,670	58%	67%	50%	67%	79%	N/A	66%	Low	Mod-High	38	4.39	-		Planning and design options for safety improvements on high-volume street in EFA
Brookwood Ped Overpass	Hillsboro	Wash	Either	Plan/PD	\$ 4,500,000	part funded in Parks Bond	58%	44%	71%	33%	67%	N/A	54%	High	Mod-High	20	4.15	-		Bridge over parkway as portion of Crescent Greenway. Connect to future employment area, link to section of trail being constructed in 2022
Troutdale Rd	Multnomah Co	Mult	RFFA	Plan/PD	\$ 1,720,000		57%	56%	58%	44%	50%	N/A	52%	Low	Mod-High	45	4.49	-		Planning and design options for 3/5 of final section of regional trail. Technically challenging area. Improves access to schools
Taylor's Fy Rd	PBOT	Port	RFFA	Const	\$10,124,236		57%	56%	58%	56%	67%	N/A	59%	Med-High	Mod-High	66	4.94	6		Improves access to transit, adds AT infrastructure, improves crossings. Design options limited due to geographical, environmental constraints
NP Greenway (Kelley to Slough)	PPR	Port	Either	Const	\$ 4,465,605	part funded in Parks Bond	57%	56%	58%	44%	54%	N/A	53%	Low	Very High	92	4.68	-		Completes section of regional trail, adds safer crossing of Marine Drive, connections to other regional trails, improves access to nature, water
Sandy Blvd	Multnomah Co	Mult	RFFA	Const	\$ 6,500,000		53%	44%	63%	67%	79%	N/A	63%	Medium	High	38	4.68	2	Y	Serves low-income housing, improves transit access, connections to employment, extends previous RFFA funded improvements eastward
Cornfoot Rd	PBOT	Port	Either	Const	\$ 6,698,345	part funded in Parks Bond	51%	56%	46%	44%	83%	N/A	57%	Medium	High	35	4.66	7		Connects EFA with employment area, improves freight route, builds section of regional trail
Willamette Falls Dr	West Linn	Clac	RFFA	Const	\$ 3,497,580	\$ 3,497,580	48%	33%	63%	56%	54%	N/A	51%	Med-Low	High	138	4.30	2		Parallels I-205, improves safety and transit access on street likely to see increased traffic due to tolling
Lakeview Blvd	Lake Oswego	Clac	RFFA	Plan/PD	\$ 450,036		40%	67%	13%	56%	13%	N/A	37%	Med-Low	Mod-High	18	3.06	3		Planning and design options for street bordering residential and industrial zones
Legend:							100% Total Available			Ratings legend:										
Project is funded through RFFA							\$ 47,447,480			BEST										
Project is funded through Parks Bond							\$ 47,300,000			BETTER										
Project is not funded through either source							\$ (147,480)			GOOD										

	projs requested	funding requested	% of regional funding requested (\$67.3M avail.)	projects funded	amount awarded	% of requested projects funded	% of regional funding awarded	project phases funded	
								Planning/PD	Const
Clackamas County	6	\$ 6,449,961	10%	5	\$ 5,999,925	83%	9%	2	3
Multnomah County	5	\$ 21,974,661	33%	3	\$ 13,754,661	60%	20%	0	3
Portland	9	\$ 64,598,720	96%	7	\$ 34,179,791	78%	51%	0	7
Washington County	9	\$ 16,959,522	25%	9	\$ 13,459,522	100%	20%	7	2
totals		\$ 109,982,864		24	\$ 67,393,899		100%	9	15

July 11, 2022

Joint Policy Advisory Committee
c/o JPACT Chair Shirley Craddick
600 NE Grand Ave.
Portland, OR 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

RFFA Projects by Priority:

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Clackamas River Trail
3. Happy Valley Scott Creek Trail Development

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair



Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: August 5, 2022 TPAC Highlights
Date: August 5, 2022

Overview

Following is a brief summary of the August 5, 2022 TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- There were 12 traffic fatalities in the tri-county area in July. The fatalities occurred in Clackamas County, of which two were minors.

Meeting Highlights

Development of RFFA/Trails Bond Funding Options

BACKGROUND

Previously, some JPACT members expressed support for emphasizing equity and safety outcomes in the development of a Regional Flexible Fund Allocation project package. Metro staff has since developed several possible funding packages based on Equity + Safety outcomes, along with public input, subregional priorities, etc. These funding examples will inform TPAC's recommendation to JPACT next month.

NEW FUNDING EXAMPLES

Equity + Safety Baseline. Funds projects in ranked order of the averages of their Equity and Safety ratings. Projects are funded in order until there is insufficient funding available to fully fund the next project down the list. This leaves \$4.275 million unallocated in the Parks Bond package and \$4.07 million unallocated in the RFFA package.

Example 1: Baseline, with Adjustments to Parks Bond projects. This example illustrates a funding package for the Parks Bond based on cost adjustments and direction from Parks staff on how these funds should be allocated. In this example, all of the trails projects seeking funding from either source are funded, with some projects receiving reduced funding. As in the baseline, funding is allocated to the RFFA projects based on their outcomes ratings. There is \$4.07 million remaining.

Example 2: Baseline, with top two priority projects funded. Modifies Example 1 to include each subregion's top two priority projects. Compared to Example 1, this package funds **Sandy Blvd. and Willamette Falls Dr.** There is \$1.46 million remaining.

Example 3: Baseline, with next best performing projects in Washington and Clackamas Counties – Example 3 starts with the Example 1 Baseline and utilizes its remaining \$4.07 million to select the next two best performing and affordable projects in the Washington and Clackamas subregions. **Willamette Falls Blvd** would be funded as the second priority project of the Clackamas subregion. In this example, no additional projects could be funded as it

is \$147,000 over the forecasted available revenues. Metro staff feels this slight overage is close enough to the forecasted amount that it could be managed through MTIP programming adjustments.

Example	Total Projects Funded	ClackCo	MultCo	Portland	WashCo	Funding not yet allocated
Baseline	18	3	2	6	7	\$ 8.35M
1	22	4	3	7	8	\$4.13M
2	21	5*	4	6	6	\$1.51M
3	24	5*	3	7	9	(\$0.94M)

*Clackamas County receives all requested projects **except** Lakeview Blvd (Lake Oswego)

TEAM TPAC FEEDBACK

- TPAC did **not** reach consensus on a preferred scenario, even as a starting place.
- ClackCo Team TPAC favors Scenario 2 (Example 2) for several reasons:
 - Scenario 2 (and Scenario 3) provide maximum benefit to Clackamas jurisdictions. All but Lakeview Blvd are funded in the base package.
 - Scenario 2 funds Sandy Blvd. improvements in Multnomah County, and this part of the region has experienced historic disinvestment.
 - Scenario 2 results in \$1.51M in unallocated dollars, of which \$1.46M comes from the RFFA category. With these dollars one could advocate for funding **lower cost project development** proposals, including Lakeview Blvd, the Tigard-LO Trail (WashCo), and Allen Blvd (WashCo). Aside from the potential benefit to Clackamas County, investing in project development now maximize RFFA dollars by equipping the region to be more competitive for new grant programs.
- Washington County and Portland raised strong concerns with about Scenario 2.
 - In Scenario 2, Portland loses construction of MLK Blvd. improvements. More conversations need to occur about a scenario where that doesn't happen.
 - Washington County feels they should receive a large share of the unallocated dollars. Scenario 2 would not fund Fanno Creek (\$1.6M), which may be of higher priority than the Tigard-LO Trail.

PROPOSED STRATEGY FOR JPACT

- Advocate for Scenario 2.
- Advocate for unallocated dollars to be:
 - invested in lower cost project development proposals; OR
 - invested in Lakeview Blvd., but support Washington County in re-prioritizing which of its unfunded projects should receive the remaining balance.

Upcoming Agenda Highlights

- **August 17 – MTPAC/TPAC Workshop**
 - Regional Mobility Policy: Draft Recommendations
 - UGB Exchange
- **September 2**
 - RFFA Final Project Selection – Recommendation to JPACT
 - RTP Congestion Pricing Policy Development and OHP Tolling Policy Amendment, and Low Income Toll Report
 - Regional Mobility Policy: Draft Recommendations
- **September 14 – TPAC Workshop**

- 2023 RTP Financial Plan and Equitable Funding
- High Capacity Transit Strategy Update: Network Vision
- Climate Smart Strategy Monitoring: Preliminary Results, Findings and Considerations

For More Information, Contact Team TPAC

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