

**BOARD OF COUNTY COMMISSIONERS**

September 5, 2013

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

The Honorable Carlotta Collette, Councilor & JPACT Chair
The Honorable Tom Hughes, Council President
Metro
600 NE Grand
Portland, OR 97232-2736

RE: Clackamas County 2016-2018 Regional Flexible Funds Project Recommendations

Dear Councilor Collette and President Hughes:

The Metro Subcommittee of the Clackamas County Coordinating Committee (C4) has thoroughly reviewed the project applications submitted by jurisdictions within Clackamas County during the 2016-2018 Regional Flexible Funds allocation process. After assessment of the technical evaluations and public comment, the C4 Metro Subcommittee recommends that the following projects in Clackamas County receive funding from the 2016-18 Regional Flexible Funds program. Project descriptions are included in the attached table.

Regional Economic Opportunity Fund

- Sunrise System: Freight Access and Multi-modal Improvements \$8,267,000

Green Economy Freight Initiatives

- Clackamas County Intelligent Transportation Systems Plan Phase 2 \$1,230,000

Active Transportation

- SE 129th Bike Lane and Sidewalk Project \$2,485,016
- Trolley Trail Bridge Feasibility Study \$201,892
- Jennings Ave: Sidewalk and Bike Lanes \$1,901,092

At the Regional Flexible Funds Open House held on August 1, 2013, over 35 Clackamas County residents provided comment on the proposed projects in Clackamas County. C4 Metro Subcommittee members agreed that all of the proposed projects met the program criteria and that more funding resources are needed to meet the county's growing transportation needs.

We appreciate the opportunity to provide input into the 2016-18 Regional Flexible Funds allocation process and thank you for your consideration.

Sincerely,

Commissioner Paul Savas, Co-Chair
Clackamas County Coordinating Committee

Project	Jurisdiction	Project Description	Project Changes due to Agency and Public Comment	C4 Recommended RFFA Funding	Total Cost	Jurisdictional Match	Percent Match
Regional Economic Opportunity Fund Sunrise System: Freight Access and Multi-modal Improvements	Clackamas County	The major project elements of the Sunrise System include implementing principles of Practice Design and Context Sensitive Solutions to construct the Sunrise mainline, a new two lane State Highway between OR 224 and SE 122nd. This project includes the construction of the multi-use path that parallels the State highway and constructing local connections, including Lawnfield Road, Industrial Way and 98th Court so that freight can access the Lawnfield portion of the corridor. The REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements that had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.	Project description clarifies that the REOF Funding is to expand the scope of the JTA funded improvements to connect arterial road improvements and multi-modal improvements than had been previously identified as affordable by ODOT. Funds dedicated to the overall combine project may be programmed to project elements as most administratively efficient and agreed to by project funding partners.	\$8,267,000	Total Sunrise JTA Investments	Sunrise JTA Investments	
Green Economy Freight Initiatives Clackamas County Intelligent Transportation Systems Plan Phase 2	Clackamas County	In Phase 2B of this project, the County will continue with the implementation of projects identified in the priority list. Improvements are proposed to include a wide variety of ITS and small roadway improvements. Some of these improvements could involve upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions. Specific freight routes that are expected to be included in the Freight ITS Plan include: The Milwaukie Expressway (Highway 224) Intersections - Lake Road, Pleasant Court, and Johnson Road, Highway 212/224, between McKinley Street to Rock Creek Junction, Jennifer Street / Evelyn Street / 102nd Drive, SE 82nd Drive signalized intersection between the Gladstone Interchange and OR 212/224, Wilsonville North/South I-5 Connection, Day Road/Elligsen Road/Boones Ferry Road/95th Ave, Wilsonville Road, and Sunnybrook Between 97th Avenue and 82nd Avenue. The ITS treatments that could be deployed on various freight routes in these areas include signal system upgrades, over height vehicle active warning systems/enhancements at low vertical clearance underpasses, at-grade rail crossing surfacing improvements, traffic surveillance cameras, automated probe vehicle collection systems, fiber optic communication	The design and system architecture of the ITS improvements will be consistent with the Regional ITS structure. Final scope and cost estimates will be done in cooperation with ODOT and Metro to insure the project is compatible with the goals of the regional traffic management plans and standards. The ODOT Regional Traffic Engineer will be requested to be involved throughout the project.	\$1,230,000	\$1,375,200	\$145,200	10.56%

Clackamas County Coordinating Committee 2016-18 Project Recommendation Table							
Project	Jurisdiction	Project Description	Project Changes due to Agency and Public Comment	C4 Recommended RFFA Funding	Total Cost	Jurisdictional Match	Percent Match
Active Transportation							
SE 129th Ave: Bike lanes and Sidewalk Improvements: SE Mountain Gate Rd to SE Scott Creek Lane	Happy Valley	The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Ave and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Ave by re-stripping the road. A retaining wall of varying height from 0' to 8' will be constructed behind the proposed sidewalk.	Traffic counts at the intersection of SE Mountain Gate and SE 129th will be reviewed to see if a traffic signal or a three-way stop is warranted. Topography and proximity to Mt. Scott Creek will limit the setback between the roadway and sidewalk. This City will work to increase the setback from the roadway during project design to the maximum extent possible. Improvements to lighting and a refuge island will be added to enhance the safety of the crossing at SE Scott Creek Lane.	\$2,485,016	\$3,105,644	\$620,628	19.98%
Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City - Over Clackamas River	Gladstone	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-mile downriver from the I-205 bridge.	Funding coordination and agreements with project and community stakeholders has been added to the work scope. An additional \$10,000 has been added to the budget.	\$201,892	\$235,000	\$33,108	14.09%
Jennings Ave: Sidewalk and Bike lanes Improvements: OR 99E to Oatfield	Clackamas County	The project will construct curb tight sidewalks on the north side of Jennings Ave and bike lanes on both sides of the street along a total of 3,860 lineal feet of road. The widening of the road will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will require the removal and construction of a retaining wall and replacement of an existing guardrail.	The project will include an analysis of marked crosswalks that will meet the regional guidelines, where appropriate. The process for extending the street lighting district has been added to include the remaining portion of Jennings that is currently without street lights. The interface with 99E will be coordinated with ODOT.	\$1,901,092	\$3,806,673	\$1,905,581	50.06%
TOTAL				\$4,588,000			
Molalla Ave - Beaver Creek Rd to Hwy 213	Oregon City	This project will build upon recent frontage improvements that have already complied with the Molalla Ave Boulevard and Bikeway Improvements Plan. Lane configurations will be modified through striping, new curb alignments and landscaped and non-landscaped medians. 6' bike lanes will be denoted with striping, signage and signal detection. Sidewalks will be 8-10 feet wide, where possible. The project will include street lighting, roadside and median planter strips, two new signalized intersections and three pedestrian activated crossings.	The project will include 10' sidewalks where feasible. Other design considerations have been incorporated.	NOT RECOMMENDED FOR 2016-2018 RFF FUNDING	\$7,266,322	\$2,687,322	



Regional Flexible Funds Allocation *Proposed Projects for 2016-18*

PUBLIC COMMENT REPORT

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18. Three projects were proposed by Clackamas County, and one project each was proposed by the cities of Gladstone, Happy Valley and Oregon City. The outreach efforts employed by the County and the results of those efforts are described below.

Outreach Approach

Public outreach extended throughout Clackamas County, with a particular focus on the areas most directly involved or impacted by the proposed projects. The outreach included a three-part message:

- The proposed projects
- The process for selecting projects to recommend
- When and how to give input
 - Open house/public hearing on August 1
 - Submitting comments by August 8

Outreach methods included the following:

- News release -- sent to all local and regional media outlets
- Web site -- information on the Clackamas County web site about the proposed projects, how to learn more about them and comment opportunities. (Note: This information was provided in English and in Spanish.)
- Email -- to Community Planning Organizations (CPOs) throughout the county, as well as people serving on County advisory boards and committees, business leaders and other community groups.
- Presentations to community and business organizations, including the Economic Development Commission and the Clackamas County Coordinating Committee (C4).
- Study sessions with the Clackamas County Board of Commissioners
- Public open house -- with time for people to learn more about the projects and then present testimony to the C4 Metro Subcommittee, the group designated to make the final recommendations to Metro.

Summary of Comments Received

Clackamas County received 49 comments -- 34 through testimony at the public hearing on August 1 and another 15 by email. A number of people commented on the value of all of the projects and expressed their concern that funds aren't available for all of them.

Two projects -- the Clackamas County Intelligent Transportation System Plan Phase 2 and the Sunrise System: Industrial Area Freight Access and Multimodal Project -- received no specific comments. These projects are both sponsored by Clackamas County and are not in competition with any other projects in their respective categories of intelligent transportation and freight.

One person commented on all the projects; the rest of the comments were specifically directed at the remaining four projects:

- Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County) -- 21 comments
- Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City) -- 15 comments
- SE 129th Avenue Bike Lane and Sidewalk Project (Happy Valley) -- 8 comments
- Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone) -- 6 comments

Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bike Lanes (Clackamas County):

All the comments made about this project were made in support of the project. The recurring themes were need for safety for school children (three nearby schools), the length of time this project has been requested (more than 20 years) and the universal community support for the project.

Specific comments included the following:

- The roadway is currently dangerous for pedestrians of all ages
- Project would help connect to the Trolley Trail
- High-density area with potential for many pedestrians and bicyclists
- Only east-west connection through Jennings Lodge
- Current road is very narrow
- This project provides for safe walking and bicycling on a roadway that currently does not have that option at all; it's not finishing a project that's already begun, it's adding safety where it's greatly needed

Molalla Avenue: Beaver Creek Road to OR 213 (Oregon City):

All the comments made specifically about this project were made in support of the project, though some people who commented on other projects referred to this project as less needed than other projects. People in favor of the project noted that the roadway is currently dangerous for pedestrians, the project would enhance multi-modal options and safety for all of Oregon City and especially for area businesses and Clackamas Community College, the project benefits the largest number of people and the project best fits the Regional Flexible Funds criteria.

Specific comments included the following:

- Molalla Avenue is a busy street, but it's not always safe for drivers to turn into business driveways
- Project has the biggest return on investment compared to other projects
- This is the last of a three-phase project.
- We want to improve transit options in the area and need the additional amenities that this boulevard project would provide.
- The project has been in the works for 10 years.

SE 129th Avenue Bike Lane and Sidewalk Project (Happy Valley):

All the comments made about this project were made in support of the project.

Everyone commented on the narrow, curvy road with no room for pedestrians, or for a bicycle or car to pull off the road, and poor sight distance. This is a major thoroughfare and commuter route, with many accidents, and there are no feasible alternative routes for pedestrians because of the steepness of nearby streets.

Specific comments included the following:

- There are schools at either end of the road.
- The road is heavily forested, so there is no room on either side outside of the travel lane.
- This is an important connection between the north and south sides of Happy Valley.
- We don't have transit in the area, so we really need a safe route for pedestrians and bicyclists.

Trolley Trail Historic Bridge Feasibility Study, Gladstone to Oregon City (Gladstone):

All the comments made about this project were made in support of the project. Most people commented on the relative inexpensiveness of the project and the important connectivity that could be provided to and from Oregon City, and the added benefit to the city of Gladstone.

How Public Comments Were Addressed in Final Recommendation

The C4 Metro Cities Subcommittee is the body chosen to make the final recommendations to Metro for which proposed projects in Clackamas County should receive Regional Flexible Funds in 2016-18. The subcommittee members have seen all the written comments and were present at the August 1 open house/public hearing to listen to the testimony. After the testimony was completed, the subcommittee members discussed what they had heard and the projects, and approved a preliminary recommendation to fully fund the 129th Ave. project and Trolley Trail Bridge Feasibility study, with the remainder of funds going to the Jennings Avenue project, and to ask the County to allocate additional dollars to cover the remaining funding gap for the Jennings Avenue project. A final vote, to affirm the action taken on August 1 or to amend it, will be taken on September 5.

During the discussion, the C4 Metro Cities Subcommittee members responded to the testimony in a variety of ways, including the following:

- The Molalla Avenue project does meet the technical evaluation criteria better than the other bike/ped projects, but that technical evaluation criteria is to be used as a guideline, not a requirement
- It would be great to be able to fund all the projects. There is a huge and growing need for transportation funding and that's a much bigger issue that the larger community will need to deal with in the future.
- Equity is a concern, between the cities and the county, and between more and less populated areas.
- Some jurisdictions have already gone the extra mile to raise funds for projects and need the regional flexible funds to support those efforts.

- Density should be a consideration in the selection criteria.
- Jennings Avenue and 129th are both very dangerous as they are and clearly need the improvements.
- Safe roads are particularly important in residential areas.
- Connectivity between communities and cities is a vitally important consideration.
- One important factor is to consider projects that serve low-income residents and businesses.
- Cities have fewer resource options than the County.



2016–18 Regional Flexible Funds Allocation

Technical Evaluation

August 2013

Clackamas County jurisdictions proposed six projects to be considered for regional flexible funds allocation in 2016-18.

- One project was submitted by Clackamas County for the Regional Economic Opportunity Fund Category.
- One project was submitted by Clackamas County for the Green Economy / Freight Category.
- Four projects were proposed (one each by Clackamas County and the cities of Gladstone, Happy Valley and Oregon City) for the Active Transportation Category.

The technical evaluation completed by the Clackamas County Coordinating Committee (C4) Transportation Advisory Committee (CTAC) is described below.

Technical Evaluation Approach

Two types of technical analysis were completed for the 2016-2018 Regional Flexible Funds projects:

- Since there was only one application each for the Regional Economic Opportunity Fund and the Green Economy / Freight Initiatives categories, these applications were reviewed to make sure they met all of the criteria. The information developed during the TIGER application process and gathered during the initial JPACT direction in December 2012 provided additional information for the Regional Economic Opportunity Fund project. It was determined that both projects met the criteria for their respective categories.
- The details of the technical analysis for the Active Transportation projects is described below.

Active Transportation Technical Evaluation

The technical evaluation for the active transportation projects was done through the following steps.

- Each project was reviewed per the criteria and initially evaluated using the data provided by Metro and the information provided by the applicants.
- CTAC discussed each project in relationship to the criteria then the project criteria were scored with a “high” “medium” or “low” for how well they met the criteria. A numerical value was assigned to the rating.

Priority Criteria Rating	Value
High	3
Medium	2
Low	1

- CTAC reviewed the project evaluation and applied a scoring factor to each criteria based on the guidance in the Regional Flexible Fund Allocation packet.

Relative Priority	Value
Highest Priority	3
High Priority	2
Priority Criteria	1

- The rating was multiplied by the relative priority to develop a score for the criteria, then all of the scores were added to arrive at a total score.
- At its final meeting, CTAC reviewed the scoring and confirmed its recommendation to fund the Oregon City project that had the highest total score, as well as the feasibility study proposed by Gladstone.

Attached are the summary of the technical evaluation and a summary of the meeting notes of three CTAC meetings where the technical evaluations were discussed.

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation							
	Jurisdiction	Project limits	Project Description	Estimated Cost	Grant Funds Requested	Jurisdictional Match	Percent Match
Trolley Trail Historic Bridge Feasibility Study	Gladstone	Gladstone to Oregon City - Over Clackamas River	The Portland Avenue Historic Trolley Bridge is located on the Clackamas River between the cities of Gladstone and Oregon City. The project extent includes the 290 foot-long, 18 foot-wide bridge structure, as well as the immediately adjacent land on both ends of the bridge. The north end of the bridge is 120 feet south of the intersection of Portland Avenue, Clackamas Boulevard, and the Clackamas River Greenway Trail in downtown Gladstone. The south end of the bridge is 280 feet north of the existing Clackamas River Greenway Trail in Oregon City. The bridge is ½-mile upriver from the 99E/McLoughlin Boulevard Bridge and ¾-mile downriver from the I-205 bridge.	\$225,000	\$201,892	\$23,108	10.27%
Molalla Ave - Beaver Creek Rd to Hwy 213	Oregon City	Beaver Creek Road to Hwy 213	The project provides substantial community and transportation service benefits such as: safety, access, bus stop, and transit operations improvements. Molalla Avenue is a key route for all travel modes connecting the Oregon City Transit Center with Clackamas Community College. As shown in Map 1 - Vicinity Map, the east side of the Molalla Avenue corridor includes commercial development where much of Oregon City's services are provided. Fred Meyer, Goodwill, and Wells Fargo are just samples 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, including seven multifamily residential developments	\$7,266,322	\$4,588,000	\$2,687,322	36.98%
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	OR 99E to Oatfield	Jennings Ave is a minor arterial in a densely populated residential area and is a high priority infrastructure project in Clackamas County. The existing street lacks bicycle and pedestrian facilities that are needed to connect local residents to nearby businesses and transportation options. These bicycle and pedestrian improvements will also provide safe routes and important connections to two schools in the immediate area with a total combined student body of approximately 1,460. The project is located in a low to moderate income area and the project is a critical infrastructure project needed to enhance the livability and vitality of the area. Without the proposed improvements, the current state of Jennings Ave will not enable it to meet the needs of the community	\$3,806,673	\$3,415,728	\$390,945	10.27%
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	SE Mountain Gate Rd to SE Scott Creek Lane	The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.	\$3,105,644	\$2,720,644	\$385,500	12.41%

TABLE A - Regional Flexible Funds Technical Evaluation: Active Transportation		Highest Priority Criteria (X 3)			High Priority Criteria (X 2)			Priority Criteria (x 1)				
	Jurisdiction	1. Access - Score	2. Improves Safety Score	3. EJ Community Score	4. Improves Safety by removing conflicts with Freight	4. Completes Last Mile Score	5. Improves User Experience Score	6. Serves Higher Density / Growth Areas	7. Outreach Element Score	8. Leverage Funds Score	9. Reduces Need for Hwy Expansion - Score	Total Score
Trolley Trail Historic Bridge Feasibility Study	Gladstone	M (3*2 = 6)	M (3*2 = 6)	M (3*2 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	6	6	6	6	4	4	2	1	2	43
Molalla Ave - Beaver Creek Rd to Hwy 213	Oregon City	H (3*3 = 9)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	H (2*3 = 6)	M (1*2 = 2)	H (1*3 = 3)	M (1*2 = 2)	
		9	9	6	4	6	6	6	2	3	2	53
Jennings Ave: Sidewalk and Bike lanes Improvements	Clackamas County	M (3*2 = 6)	H (3*3 = 9)	M (3*2 = 6)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	L (1*1 = 1)	M (1*2 = 2)	
		6	9	6	4	6	6	4	2	1	2	46
SE 129th Ave: Bike lanes and Sidewalk Improvements	Happy Valley	M (3*2 = 6)	H (3*3 = 9)	L (3*1 = 3)	M (2*2 = 4)	H (2*3 = 6)	H (2*3 = 6)	M (2*2 = 4)	M (1*2 = 2)	M (1*2 = 2)	M (1*2 = 2)	
		6	9	3	4	6	6	4	2	2	2	44

**Clackamas County Coordinating Committee Technical Advisory Committee (CTAC)
Summary of Regional Flexible Funds Allocation (RFFA) Project Prioritization Discussions**

July 23, 2013 Meeting Attendees: Amanda Owings (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Ben Bryant (Tualatin), Michael Tuck (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Lance Calvert (West Linn), Tammy Stempel (Gladstone), Larry Conrad (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville), Josh Naramare (Metro) and Lake McTigue (Metro).

June 25, 2013 Meeting Attendees: Erica Rooney (Lake Oswego), Eric Wahrgren (Oregon City), John Lewis (Oregon City), Dayna Webb (Tualatin), Jason Tuck (Happy Valley), Caroline Earle (Happy Valley), Dan Kaempff (Metro), Jason Rice (Milwaukie), Gail Curtis (ODOT), Erich Lais (West Linn), Steve Kautz (TriMet), Stephan Lashbrook (Wilsonville), Tammy Stempel (Gladstone), Robert Spurlock (Metro), Larry Conrad (Clackamas County), Lori Mastrantonio (Clackamas County), Karen Buehrig (Clackamas County), Nancy Kraushaar (City of Wilsonville).

May 28, 2013 Meeting Attendees: Amanda Owing (Lake Oswego), Michael Walters (Happy Valley), Dan Kaempff (Metro), Gail Curtis (ODOT), Lance Calvert (West Linn), Steve Kautz (TriMet), Larry Conrad (Clackamas County), Lori Mastrantonio (Clackamas County), Mike Bezner (Clackamas County), Karen Buehrig (Clackamas County)

CTAC RECOMMENDATION RELATED TO TECHNICAL EVALUATION

At the June 25th meeting, CTAC members voted to recommend fully funding the Molalla Ave project at \$4.588 million. It was acknowledged by Oregon City that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested also funding the Trolley Trail Bridge feasibility study.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported the recommendation to fully fund the Molalla project with the potential for funding the Trolley trail Bridge; three jurisdictions supported funding SE 129th and the Trolley Trail Bridge and follow up on what would happen with the undesignated funds.

The recommendation from the CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle. See the attached Table A for a summary of the technical evaluation.

The below meeting notes describe the factors and discussion that provided the basis for the recommendation.

INTRODUCTION

Discussion about Regional Flexible Funds – Active Transportation projects took place at three CTAC meetings. Each jurisdiction shared information about their projects at the meetings and CTAC members discussed how well the projects met the priority criteria.

The committee used the following prioritization criteria (from the application instructions) to rank and score the projects as shown in Table A:

Highest Priority:

- Improves access to and from priority destinations
 - o mixed-use centers
 - o large employment areas
 - o schools
 - o essential services for economic justice (EJ)/underserved communities
- Improves safety
 - o documented in pedestrian/bike crash data or
 - o separates pedestrian/bike traffic from freight and/pr vehicular conflicts
- Serves underserved communities

High Priority:

- Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
- Completes the “last mile”
- Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)
- Serves high density or projected high growth areas

Priority Criteria:

- Includes outreach/education/engagement component
- Can leverage funds
- Reduces need for highway expansion

JULY 23, 2013 CTAC MEETING DISCUSSION

The discussion at this meeting focused on reviewing the scores that were applied to the projects for the technical analysis. Five scores were revised based on the discussion. The changes to the scores did not change the overall project funding recommendation.

1. The Molalla Ave – Beaver Creek Road project “Improves safety score” was increased to high to reflect all of the safety elements in the project.
2. The SE 129th Ave Environmental Justice score was reduced to low in recognition of the fact that there are fewer environmental justice communities in Happy Valley.

3. The Molalla Ave – Beavercreek Road project “Improves user experience” score was increased to high to reflect the number of users on the facility and the importance of completing existing facilities.
4. The Trolley Trail Bridge and Jennings Ave projects' scores for “Leverage local funds” were reduced to low since both of these projects were only contributing the minimal match required.

JUNE 25, 2013 CTAC MEETING DISCUSSION

The committee agreed that all of the projects are important and they meet the criteria in different ways. The discussion focused on the following categories:

1. Access and Serving Higher Densities
2. Improves Safety and Improves User Experience

The Molalla Ave project is located on the major arterial and transit corridor that provides access to a multitude of services and destinations. It also has multi-family and senior housing within the project area. The SE 129th and Jennings projects are both located on minor arterials in residential areas, but do provide access to services such as schools, neighborhoods and commercial areas. Ultimately, the Molalla Ave project emerged as the strongest in this category.

There was much discussion about the improvement to safety and user experience. The 129th Ave and Jennings Ave projects made a more dramatic impact on safety because they add a sidewalk facility where there isn't one now. The Molalla project improves the experience by filling in gaps, adding signalized crosswalks, and buffering pedestrians from traffic using swales and landscaping. The lack of right-of-way and topographic issues were discussed as constraints to providing a pedestrian buffer for the 129th and Jennings projects.

With respect to the leveraging funds category, the Molalla Ave project stood out because of the significant match that will be provided by Oregon City.

In addition to the discussion about the criteria, it was noted that Clackamas County had two projects in categories where there is no competition. With that in mind, CTAC prioritized the SE 129th Ave project over the Jennings Ave project.

Two recommendations were considered

- A. Fully fund the Molalla Ave project at \$4.588 million. Oregon City acknowledged that they may be able to accept a slightly lower amount if the C4 Metro Subcommittee was interested in also funding the Trolley Trail Bridge Feasibility Study.
- B. Fund the SE 129th Ave project at the \$2,720,644 requested amount AND the Trolley Trail Bridge Feasibility Study at the requested amount of \$201,892, for a total of \$2,922,536. This leaves \$1,665,464 of unidentified funding. Staff was to check on how the “unidentified” amount would be handled.

Each city and the county had one vote. The agencies (ODOT, Metro and TriMet) did not vote. Five jurisdictions supported Recommendation A – fully fund the Molalla project with the potential for funding the Trolley Trail Bridge Feasibility Study; three jurisdictions supported Recommendation B – Fund SE 129th and the Trolley Trail Bridge Feasibility and follow up on what would happen with the undesignated funds.

The recommendation from CTAC, the C4 Metro Subcommittee Technical Advisory Committee, is that the Molalla Ave project more strongly meets the criteria and that it should be funded by the Regional Flexible Funds during the 2016-18 funding cycle.

ADDITIONAL INFORMATION FROM MAY 28 AND JUNE 25 CTAC MEETINGS

Below are notes that relate to the criteria and the category rating (high, medium or Low) that was assigned after the discussion to reflect the relative scoring of the criteria (See Table A)

1. **Improves Access to/from High Priority Destinations** – Difficult to use Metro data because it does not show differences in services. All improve access to services. The Trolley Trail project requires relatively little money. 129th provides one of a few north / south connections east of I-205. The 129th Ave project and the Jennings project provide access to schools, bus stops, neighborhoods, commercial services along the ends; the Trolley trail Bridge Project provides access to commercial services and neighborhoods. The Molalla Ave Project provides access to commercial, health, medium density housing, State and County social services, and community college and employment areas.
 - Since the Molalla Ave project provides access to the greatest number and diversity in services it was ranked the highest for this category, with the other projects receiving a medium score.
2. **Improves Safety** – All projects address places with crashes. The biggest problems are at intersections. The Trolley Trail bridge may have the least immediate impact since it is only a study. 129th Ave and Jennings projects have the greatest chance of change due to current lack of facilities. The Molalla Ave project will increase safety by filling in gaps, adding safe pedestrian crossings, and adding a landscape buffer strip.
 - The 129th Ave and Jennings projects received the highest scores in this category because the change from going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. It will separate pedestrians from vehicles where there isn't a separation now. The other two projects received medium scores.
3. **Serves EJ Community.** Looking at regional maps it is difficult to discern significant differences. Molalla is an important transit corridor and this project will directly improve access to transit. 129th and Jennings projects would all people to get to transit at intersecting streets (Sunnyside

and McLoughlin). Since transit service was cut along 129th, sidewalks and bike lanes are an important to enhance travel options in the areas.

- All of the projects were scored equally in this category.

4. **Improves Safety by removing conflicts with freight**

This category was not discussed in detail at CTAC. None of the projects are located in industrial areas. The Trolley Trail Bridge project would allow for an alternative to crossing the Clackamas River on 99E, which is a freight route. While not a designated freight route, the trucks do use Molalla Ave to access employment land. Both 129th Ave and Jennings Ave could be reducing conflict with freight at the ends of their projects. 129th Ave is one of the few north/south routes in the Happy Valley area.

- The Trolley Trail Bridge project was given the highest score in this category, with the other three projects receiving a medium score.

5. **Completes Last Mile.** No significant differences, all serve last mile in their own way.

- All projects were given the highest score.

6. **Increases Use/Ridership by Good Experience.** All projects improve use and user experience. Molalla project includes a green street element, pedestrian buffer, and improved pedestrian access along a transit corridor. The 129th Ave and Jennings Ave projects make significant changes to conditions for pedestrians and cyclists so both definitely improve experience.

- The 129th Ave project and the Jennings projects received the highest scores in this category because the potential for increased usage because to the more dramatic change in conditions going from no sidewalk to sidewalks has the potential for more significant improvement in the safety for pedestrians in these areas. The other two projects received medium scores.

7. **Serves High Density or Growth Areas.** Hard to evaluate. The Molalla Ave project serves the highest number of commercial uses, government services, higher density residential and a community college. The 129th Ave and Jennings projects serve neighborhoods and schools. Trolley Trail Bridge provides access to downtown Gladstone.

- The Molalla Ave project received the highest score in this category and the remaining three projects received a medium score.

8. **Includes Outreach/Education Element:** All projects include an outreach element.

- All scored equally.
9. **Leverages Funds:** Molalla project leverages the largest amount of matching funds, but would take all of the funds. The 129th Ave project provides above the required 10.27%. If the 129th or Jennings projects were selected a portion of another projects could be completed, leveraging funds to get a project “development ready”. Also, the Trolley Trail project may be timely because it could leverage the private resources of the bridge donation.
- The Molalla Ave project received the highest score in this category because of the significant local match.
10. **Reduces Need for Hwy Expansion:** Not discussed in detail at CTAC. No projects rose above the rest in this category.
- All were scored the same.

Green Economy and Freight Initiatives

Clackamas County ITS Plan, Phase 2B

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet for this category. The project application sufficiently addressed each of the criteria below.

- Reduces freight vehicle delay
- Increases freight access to:
 - Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers
- Helps green the economy and offers economic opportunities for EJ/underserved communities
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities – for example, reduced noise, land use conflict, emissions
- Increases freight reliability
- May not receive funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

Regional Economic Opportunity Fund Project

Sunrise System: Industrial Area Freight Access and Multi-Modal Improvements

The proposed project meets all of the priority criteria outlined in the RFFA solicitation packet. The background information for this review includes the information submitted at the December JPACT meeting and the TIGER IV application for this project.

Regional Flexible Funds Priority Criteria – All Met by This Project

- *Economic Competitiveness*: Contribute to long-term productivity of US and Metro region economy.
- *Livability*: Further Partnership for Sustainable Communities principles.
- *Environmental Sustainability*: Promote environmentally sustainable transportation system.
- *Safety*: Improve safety of the transportation system.
- *Job Creation and Economic Stimulus*: Creation or preservation of jobs.
- *Innovation*: Use of innovative technology, system management and project delivery techniques.
- *Partnership*: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration.