



September 11, 2013

Carlotta Collette; JPACT Chair
Tom Hughes, Metro Council President
600 NE Grand Ave
Portland Or 97232

Dear Councilor Collette and Council President Hughes:

I am pleased to present the Washington County Coordinating Committee's recommendation to JPACT and Metro Council for Regional Flexible Fund Allocations 2016-2018 in Washington County. The recommended projects are:

Community Investment Fund: Green Economy & Freight

- Tonquin Road/Grahams Ferry Road Intersection project (\$2.132 million request)

Community Investment Fund: Active Transportation & Complete Streets

- City of Beaverton's Canyon Road Streetscape and Safety Project (\$3.535 million request)
- City of Tigard's Fanno Creek Trail Project (\$3.7 million request)
- Tualatin Hills Park and Recreation District's Beaverton Creek Trail Crescent Connection: Westside Trail – Hocken Ave (\$800,000 modified request)
- Washington County's Pedestrian Arterial Crossings (\$636,000 modified request)

Regional Economic Opportunity Fund

- US 26/ Brookwood Interchange Industrial Access Project (\$8.267 million request)

These recommendations are based on the technical evaluation using criteria set by Metro and JPACT and public comment solicited through both the region-wide process and a local process within Washington County. The Washington County Coordinating Committee reviewed and deliberated on these projects over several meetings between March and September of 2013. The evaluation results, public outreach and comment records have been documented and submitted to Metro staff.

I want to express my appreciation to JPACT and Metro for giving the Washington County Coordinating Committee the opportunity to develop these recommendations within set targets and policy categories.

Sincerely,

Commissioner Roy Rogers
Chair Washington County Coordinating Committee

Cc: Washington County Board of County Commissioners
Andrew Singelakis, Director of Land Use & Transportation



WASHINGTON COUNTY OREGON

Washington County Coordinating Committee Final Recommendation Regional Flexible Fund Allocations 2016-2018

Step II: Community Investment Fund - Active Transportation & Complete Streets

Project	Jurisdiction	Project Description	Project Extent	Rationale	Request
Canyon Road Streetscape and Safety Project	Beaverton	The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments.	SW Hocken Avenue to SW 117th Ave	<ul style="list-style-type: none"> Scored well for improving access to high priority destinations and transit Leverages other funding and economic development opportunities Completes Phase 2 of a 4-phase project Moves the City closer to the vision established through a public process. 	\$3,525,000
Beaverton Creek Trail Crescent Connection: Westside Trail	THPRD	This project is modified from construction to project development. The project will design and engineer a 1.4-mile multiuse off-street trail.	SW Hocken Avenue to the Tualatin Nature Park	<ul style="list-style-type: none"> Converts \$4.2 million construction project to project development Supports continued development of Beaverton Creek Trail and positions THPRD to be 'project ready' for other funding in 2018 Improves access to regional town center and employment areas Scored well for improving safety and the user experience 	\$800,000 modified request
Fanno Creek Trail	Tigard	This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.	Woodard Park to SW Bonita Road and SW 85th Avenue to Tualatin River Bridge	<ul style="list-style-type: none"> Serves multiple destinations as a critical north-south trail corridor Scored well for improving safety and the user experience Completes a regionally significant trail that has been under planning and development for a long time 	\$3,700,000
Pedestrian Arterial Crossings	Washington County	This project is modified from construction to project development. The project will look at specific roadway segments to enhance existing and plan new arterial crossings along SW Walker Road, SW Baseline Road, SW Cornell Road, SW 185th Avenue, and SW 170 th Avenue.	To be determined	<ul style="list-style-type: none"> Converts \$3.9 million construction project to project development Supports continued development of mid-block crossings on major arterials and positions the county to be 'project ready' for other funding in 2018 Serves traditionally underserved communities Scored well for improving safety and the user experience Addresses need in Aloha Reedville, and complements Westside Transit Service 	\$636,000 modified request

Step II: Community Investment Fund - Green Economy & Freight

Project	Jurisdiction	Project Description	Project Extent	Request	
Tonquin Road / Grahams Ferry Road Intersection Project	Washington County	The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks.	Intersection of Tonquin Road and Grahams Ferry Road	<ul style="list-style-type: none"> • Serves existing and future industrial access in Basalt Creek area, helping catalyze economic development in areas brought into UGB in 2004 • Improves safety for truck and multi-modal operations that exist today • Has strong collaborative support, emerging from lengthy public process • Public comments document truck/freight needs • Will leverage future public and private investment • Can be delivered within federally required timeframe with County match 	\$2,132,000

Step III: Regional Economic Opportunity Fund

Project	Jurisdiction	Project Description	Project Extent	Request	
US 26/ Brookwood Interchange Industrial Access Project	City of Hillsboro	Projects to open up new industrial land for economic development and job opportunities. The project will construct NW Huffman Road, from NW Brookwood Pkwy to NW 253 rd Avenue, as a new 5-lane road. NW Huffman Road, from NW 253 rd Avenue to NW Sewell Road, as a new 3-lane road. NW 253rd Avenue, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road, and NW 264th Ave, from NW Evergreen Pkwy to NW Meek Road, as a new 3-lane road	North of NW Evergreen Parkway, west of NW Brookwood Parkway, east of NW Sewell Road and south of NW Meek Road	<ul style="list-style-type: none"> • Supports larger-scale projects that support job creation • Prioritized for submission to the TIGER funding program, which also matched up with the REOF criteria 	\$8,267,000

Department of Land Use & Transportation · Office of the Director

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WASHINGTON COUNTY OREGON

To: Ted Leybold, Transportation Planning Manager

From: Dyami Valentine, Senior Planner

Subject: Regional Flex Fund Allocation – Washington County’s Public Engagement Process

Date: September 13, 2013

This memo provides a summary of the Washington County Coordinating Committee’s efforts to solicit public input on projects seeking Regional Flexible Funds.

Regional Public Process on the Full List of Nominations

Washington County and partner agencies assisted Metro in its outreach efforts to solicit public comments on the full list of RFFA nominations. Washington County and partner agencies distributed notification of Metro’s public comment process via email to a variety of interested parties lists and stakeholder groups. The notice was also printed in a number of Citizen Participation Organization’s newsletters and the county’s quarterly Updates. Approximately 14,000 people were contacted using these techniques. In an effort to directly engage the public, County and partner agency staff tabled at two events for National Public Works Week at the Washington Square Mall and Hillsboro Civic Center. Staff made contact with approximately 65 people during the two events. Metro’s translation resources for limited English proficiency were available for use on all comments solicited by Washington County and partner agencies.

Local Public Process on Preliminary 100% Project List

At its July 29 meeting the Washington County Coordinating Committee (WCCC) released for public comment a preliminary recommendation for projects that met the sub-regional target allocations through the Community Investment and the Regional Economic Opportunity Funds. The recommendation was the result of a technical evaluation in which the projects were scored using Metro’s criteria as the basis. A number of other factors were considered including public comments, project scalability, deliverability and local priority in developing the recommendation.

Washington County facilitated a public comment period between August 1 and August 22 on the preliminary recommendation. In addition to providing public comment opportunities during the WCCC meetings, the county and local partners provided the following opportunities for the public to participate outside of WCCC’s regularly scheduled meeting:

- **Open House** - Washington County and partner agencies hosted an open house August 13 from 5-7pm at the Beaverton Library. Participants were given the opportunity to talk with agency staff, review candidate projects, and comment on WCCC's preliminary recommendation. The open house had thirty-five attendees (see Attachment 1).
- **County’s WCCC webpage** – Open house materials, including an electronic comment form, were posted on the county’s WCCC webpage.

Notice was broadly distributed using a variety of means including:

- **Email Blast** – Washington County announced the August 13 open house and local comment period to its interested persons list, which included approximately 2,500 people, as well as to its local partners list, which includes approximately 50 entities. Local partners were encouraged to forward the email to their constituents and contacts.
- **Email to Washington County Coordinating Committee members** – Washington County announced the opening of the comment period and the public open house, and encouraged partner agencies to forward the email to constituents and community contacts.
- **Citizen Participation Organization Newsletters** – Washington County announced the public open house through monthly newsletters distributed by the Citizen Participation Organizations. A sample article is available here:
<http://extension.oregonstate.edu/washington/sites/default/files/cpo1-6-7august2013.pdf>

An item was also included in Hillsboro's Stay Connected Newsletter available here:

<http://www.ci.hillsboro.or.us/Upload/ViewFile.aspx?DocID=3441>

- **Newsfeed** – Washington County encouraged attendance at the public open house through its newsfeed prominently placed on the Washington County homepage. The newsfeed was also sent to over 80 contacts.
- **Media Outreach** – Washington County sent a news release to 80 media contacts that announced the public comment period and public open house. Media coverage about the process included an article in The Oregonian on July 31, available here:
http://www.oregonlive.com/washingtoncounty/index.ssf/2013/07/washington_county_to_preview_t.html#incart_river

Summary of Comments

At the close of the local public comment period, the county received a total of 24 comments. Seventeen comments were submitted at the open house; an additional seven comments were received via email. In general, 20 of the 24 comments were supportive of the WCCC's preliminary recommendation and the regional commitment to transportation improvements (see Attachment 2). A few points worth noting:

- The Tonquin Rd/Grahams Ferry Rd Intersection Improvement project received the most commendations (five).
- Several comments noted the lack of projects north of US26.
- One comment was critical of spending funds on trails.
- One commenter expressed concern regarding the potential impact to freight with the implementation of the Pedestrian Arterial Crossing project.
- Genentech submitted a letter in support of the US26/Brookwood Interchange Industrial Access project and the Silicon Forest Green Signal project (Attachment 3).

Final Recommendation

The WCCC Transportation Advisory Committee heard a summary report and reviewed public comments at its August 29 meeting and supported forwarding the WCCC's preliminary recommendation without revisions to JPACT and Metro Council. Following an opportunity for public testimony and a public comment summary report at their September 9 meeting WCCC members unanimously approved forwarding the recommendation to JPACT and Metro Council.

Attachments:

1. Open House Sign-In Sheet
2. Regional Flexible Fund Allocation Public Comment Questionnaire Response: August 30, 2013
3. Genentech letter re: Washington County Proposed Transportation Improvements
4. Public Comment Form
5. Email Blast notification
6. Media Release



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Elaine Woods	759 NW 175 th Place 97006	ela@woods90@ymail.com
HAL BERGSMAN	—	—
Marilyn McWilliams		jonmarilynm@yahoo.com
Jon McWilliams	1620 SW Huntington Ave Portland 97225	mcfamily@comcast.net
Donna Stuhr	18750 SW Honeywood Dr. Beaverton, OR 97006	DONNASTUHR@YAHOO.COM
JOHN GRUHER	12285 NW MARSHALL PORTLAND, OR 97229	JRGRUHER@YAHOO.COM
Deena Platman	600 NE Grand Ave Portland 97232	deena.platman@oregonmetro.gov
GARY ALFSON	800 SW Third Portland	gary.alfson@otak.com
Joe Blowes	2050 SW 78th Ave 97225	jblowes@thprd.org
ERIC LINDSTROM	6801 SW CANYON CREST DRIVE PORTLAND 97225	el.lindstrom@comcast.net



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Kathryn Harrington	on file - Metro	on file - Metro.
Fred Meyer	4861 NW 162 nd Ter Port 97229	meyerfg@gmail.com
Steve Silver	9194 SW Hill St. ^{Tigard} 97223	silver.steve.j@gmail.com
Jody Wisel	5550 NW Roanoke Ln ^{PDX} 97229	jodywisel@gmail.com
Don Odermott	City of Hillsboro	Don.Odermott@hillsboro-oregon.gov
Thiet Nguyen		thiet.d.nguyen@odot.state.or.us
Martha Swan	10955 SW Meadavook Dr. #13 Tigard 97224	swainmartha13@gmail.com
Adam Bless	8208 SW Brookridge St ^{Portland} 97225	adambmwk75@gmail.com
Les John	538 Pearl St ^{Oregon City} 97045	lesjohns@centurylink.net
Millie Scott	8375 SW Indian Hill Ln, ^{Beaverton,} ^{OR} 97008	MLSCOTT@easystreet.net



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Scott Richman	David Evans and Associates, Inc. 2100 SW River Pkwy Portland 97201	csr@deainc.com
Ken Petrus	WHPACIFIC 9755 SW BARNES RD. PORTLAND 97225	KRETHMS@WHPACIFIC.COM
Lori Manthey-Waldo	14603 NW Dawnwood Dr Portland, OR 97229	waldoptx@gmail.com
Tracy Love-Silver	Westside Transportation Alliance on file	tracy@wta-tma.org
Petra Badica	14745 N.W. Ridgetop Ct Beaverton OR 97006	apBadica@yahoo.com.
Nathan Monger		ndmonger2@hotmail.com.
Shelley Ford	6230 SW HALL BLVD-BEAVERTON	Shelleysmikey@yahoo.com
Amanda Legernes	11615 SW Butner Rd #1 Rhd 97225	Amandaskater@frontier.com
Mira Vowles	7535 SW Onnaf Ct, Tigard	Mura2006@netzero.com
Michael Espin	1560 NW Murray Rd Beaverton OR	espinme@gmail.com



Regional Flexible Funds, 2016-18
PUBLIC OPEN HOUSE: 5:00-7:00 p.m., August 13, 2013
SIGN-IN FOR VISITORS

Name	Mailing Address	E-mail (please print)
Pam Farris	Butu 97008 9916 SW Conestoga Conestoga Dr. #234	pfarris1@juno.com
Tom SLATEN	LO. PO Box 1499 97035	toms365@gmail.com
Kimi Sloop	2533 NW 93rd Pl. Portland, OR 97229	aksloop@comcast.net
Trevor Poulsen	11605 SW Butner Rd Portland 97225	mutualcredit@gmail.com
John C. Ratliff	855 NW Winged Foot Terrace Beaverton 97006	j.ratliff5@Frontier.com

Regional Flexible Fund Allocation Public Comment Questionnaire Responses: August 30, 2013

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
1	John	Yes			
2	Donna	Yes			Beaverton Creek Trail is my priority
3	Ken	Yes		Roy Rogers widening, westside bypass, South Cooper Mountain arterial roads widening, Hwy 217	
4	Tom		I particularly support Beaverton Creek Trail Crescent Connection. Also, Merlo 170th, Fanno Creek 4 segments and Canyon Safety are worthy.		Beaverton Creek-first phase of a much needed E.W regional trail
5	Lori	No	Because there is a great need to service the communities N of 26	Road A in Bethany to include the bridge, Saltzman Road Realignment and extension to Springville. Green economy& Freight enhancement Cornell Road to Hwy 30	Adaptive Signals along Cornell Rd & Barnes Rd North of 26. All regional trails N. of 26. Light Rail to serve Hwy 26 corridor west of Murray road
6	Fred	No		Complete build out of Road 'A' from Springville Rd to 185th. Realignment of Saltzman Rd and complete build to Springville Rd. Adaptive Signals on NW/ SW Barnes & NW Cornell North of Hwy 26. Improve Cornelius Pass Rd through to Hwy 30. Light rail service to Hwy 26 corridor west of Murray	
7	Joe	yes			
8	Amanda	Yes			
9	Marilyn	Yes		Highway 8 Corridor Safety& access to Transit for safety	We need to enable people to use mass transit to limit traffic.
10	Jon	Yes		Develop Hwy 8 Corridor Safety and Access Transit	
11	Mira	Yes			More Fanno Creek Trail improvements I will use every day to connect to WES.
12	John	Yes	I support all these projects, and hope all get fully funded		I have used bike paths and trails for years and consider them vital to the health of our community

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
13	Adam	Yes		I strongly support the Merlo 170th.	We need more safe North- South routes between Farmington and Baseline, especially north of Jenkins estate.
14	William	Yes		Not at this time	Tonquin/ Grahams Ferry Rd intersection Improvement will be a tremendous help to the trucking community
15	Tina	Yes			Ped arterial crossings help my neighborhood the most, but Canyon Road probably needed the most.
16	Concerned Trucker	No	I do support the Tonquin/Grahams Ferry Intersection, I do not think we should spend so much of this limited source of funds on trails and major arterial crossings		
17	Paul	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection! This is a well traveled pedestrian corridor and this improvement is critical.
18	Bryan and Kristin	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
19	Trevor		I support projects that encourage bicycle transportation and lessen the outflow of energy dollars from our county. To do that, we need to make bicycle use practical. We don't need more bicycle paths on dangerous roads. For example, Clinton St in SE Portland is a wonderful area for bicyclists because it is a slow street with relaxed zoning. Likewise, if Beaverton dedicates a street (such as Millikan) as a bicycle boulevard we can achieve the necessary critical mass. Please don't force bicyclists onto Canyon Rd.		
20	Thomas	No	Downtown Accessibility Project - difficult and dangerous corridor for pedestrians, cyclists, and those relying on mobility devices - Too few protected crossings, none for bikes southbound, no bike paths through heavy motor-vehicle corridor	None	Recommended projects seem very heavy on the Beaverton side!

#	Name	Support WCCC rec.	If not, why?	Other projects	Other thoughts
21	Ben	Yes		I am so glad you are looking at a little project for freight. Next time it would be great if we could spend a little more on freight and economy versus trails. I guess the trails can be used by those that are unemployed.	I am concerned about the Pedestrian Arterial Crossings project. It seems like there are plenty of signals for people to cross at. Why do we continue to slow down freight?
22	Bonnie	Yes			Please fund the important safety improvements to the Tonquin/Grahams Ferry Road Intersection!
23	Annee	Yes	US 26/ Brookwood Interchange Industrial Access project to open up new industrial land. Funding should be allocated instead to safe bike/ped access between rural & urban areas. Instead of increasing the pollution & threat to farmlands, meet/increase the demand for local, healthy food to fuel a healthy lifestyle. Savings to public health, law enforcement, & emergency services will further enhance our community.	Any projects that enhance connectivity of existing trails, & projects to enhance safe rural access.	

August 21, 2013

Facsimile (503) 846-4412
via email: lutdir@co.washington.or.us

Mr. Andrew Singelakis
Director
Washington County Land Use and Transportation
155 N First Avenue, Suite 350-14
Hillsboro, OR 97124

Re: Washington County Proposed Transportation Improvements

Dear Mr. Singelakis:

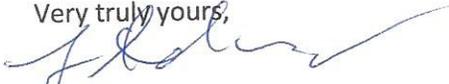
We are writing to you in advance of the upcoming public meeting of the Washington County Coordinating Committee (WCCC) on September 9, 2013. First, on behalf of Genentech, we would like to take this opportunity to applaud your regional commitment to transportation improvements. We are very encouraged to see the County's focus on strengthening the roadway infrastructure so key to supporting recent development trends and our Hillsboro Technical Operations (HTO) site.

Thank you for this opportunity to provide comments on the following two projects of impact to our Hillsboro site:

- 1) "Silicon Forest Green Signals" Project— Our HTO site still requires a traffic signal at the site entrance/exit on Brookwood Parkway. We would like to formalize our concerns about site access, safety of our employees and visitors, as well as the trucks coming into and out of our site. Installation of a traffic light will significantly reduce speeding traffic on Brookwood Parkway, minimize the possibility of accidents and ease roadway access; and
- 2) "US 26/Brookwood Interchange Industrial Access Road" ---Genentech would like to request an easement from the County be included in future entitlements on adjacent land parcels from the planned extension off Huffman Road to our campus to allow access to our site. We understand the Department is supportive of this initiative.

Genentech is very proud to be a part of the continuing growth of the Washington County and Hillsboro area and look forward to working together in partnership with you and your staff. Should you wish to discuss these comments in more detail, please feel free to contact our Genentech Government Affairs Director, Christine Tejada, at (650) 467-9528.

Very truly yours,



Larry Sanders
Vice President and General Manager
Hillsboro Technical Operations
Genentech, Inc. a Member of the Roche Group of Companies
Cc: Christine Tejada

Regional Flexible Funding Allocation, 2016-2018 Comment Form

Name: _____ Date: _____
 Street address: _____ City: _____ State: _____ Zip: _____
 Email address: _____

Do you support funding the projects recommended by Washington County Coordinating Committee (shown at the bottom of this page)?

Yes _____ No _____

If not, which project(s) do you support, and why?

Are there other projects not nominated that should be considered next time?

Other thoughts?

Candidate Projects

Pedestrian Arterial Crossings




Beaverton Creek Trail Crescent Connection




Canyon Road Safety & Complete Street Project



Beaverton



Fanno Creek Trail 4 segments




Projects with check marks show the preliminary recommendation by the Washington County Coordinating Committee to receive funding

Merlo/170th Complete Corridor Design Plan




Downtown Accessibility Project



Hillsboro



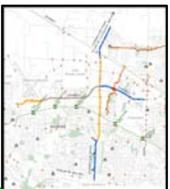
Drop comment forms in the comment box or you can:

- Fax to 503-846-4412
- Mail comments to Planning and Development Services, 155 N. 1st Avenue Suite 350-14, Hillsboro, OR 97124
- Send e-mail to Dyami_valentine@co.washington.or.us

Tonquin / Grahams Ferry Rd Intersection Improvements




Silicon Forest Green Signals




Hwy 217 Overcrossing at Hunziker Concept Development




Active Transportation and Complete streets
 Green Economy and Freight

From: Dyami Valentine
Sent: Friday, August 02, 2013 12:00 PM
To: Dyami Valentine
Subject: Proposed Transportation Improvements – Public Comment Period and Open House

Dear WCCC Members, TAC Members and Interested Parties:

At the July 29 meeting Washington County Coordinating Committee (WCCC) members voted unanimously to support the WCCC Transportation Advisory Committee's (TAC) recommendation of which projects should receive funding through Metro's 2016-2018 allocation cycle of Regional Flexible Funds and released the recommendation for public comment. The recommendation, brief project descriptions and an opportunity for public comment are available on the WCCC webpage (click [here](#) to view). **The public comment period ends August 22.**

Candidate projects are sponsored by Washington County, the Tualatin Hills Park and Recreation District (THPRD), and the cities of Beaverton, Hillsboro and Tigard. Complete project applications are online at www.oregonmetro.gov/rffa.

You're invited to attend an open house on August 13 from 5 to 7 p.m. at the Beaverton Library to review and comment on the candidate projects and WCCC's preliminary recommendation (see attached flyer). Agency staff will be on hand at the open house to provide additional information and answer questions. Anyone who would like to comment but is not able to attend the open house can download a [comment form](#) and send to Washington County Senior Planner Dyami Valentine at dyami_valentine@co.washington.or.us or 155 N First Avenue, Suite 350-14, Hillsboro, OR 97124.

The [Washington County Coordinating Committee](#) (WCCC) will make a final recommendation on projects in Washington County at its September 9 meeting. Opportunity will be given for public comment at the September 9 WCCC meeting. The regional [Joint Policy Advisory Committee on Transportation](#) and Metro Council will make final decisions on project funding this fall.

The Regional Flexible Funds program combines funds from three federal programs. The funds are allocated by Metro every two to three years. During the upcoming three-year cycle (2016-2018), approximately \$95 million is available for projects ranging from regional trails to major road improvements throughout the Portland metropolitan area.

Dyami Valentine
Senior Planner | Planning and Development Services
Washington County Department of Land Use & Transportation
503.846.3821
dyami_valentine@co.washington.or.us



WASHINGTON COUNTY OREGON

June 24, 2013

To: WCCC Transportation Advisory Committee

From: Dyami Valentine, Senior Planner

Subject: **Regional Flex Fund Allocation Draft Project Evaluations**

REQUEST

Please review the attached draft evaluation matrix and supplemental materials before the June 27, 2013, WCCC TAC meeting and be prepared to discuss the draft evaluations. The technical evaluation is a tool to help inform the discussion and narrow the projects for consideration by the WCCC as potential candidates for funding through the Regional Flexible Fund Allocation (RFFA).

BACKGROUND

As a reminder, the RFFA process set targets of \$8.671 million for Active Transportation/Complete Streets projects and \$2.132 million for Green Economy/Freight Initiatives projects for Washington County. The minimum individual project cost is \$3 million for an Active Transportation/Complete Streets construction project and \$1 million for a Green Economy/Freight Initiatives construction project. Minimum project development cost for Freight is \$200,000 and \$500,000 for Active Transportation.

EVALUATION OF CANDIDATES

Staff completed an initial project evaluation using the Metro criteria as outlined in the evaluation methodology distributed to the WCCC TAC at its May 30, 2013 meeting (Attachment 1). The evaluation matrices are attached to this memo.¹ The draft evaluations were reviewed by project leads prior to distribution.

In general, all the projects score well. Metro's RFF Task Force categorized criteria into three priority tiers: highest priority, high priority, and priority. Staff took this into consideration and scored the criteria using a weighting factor for the categorized prioritization.² The intent of illustrating the numerical values of the evaluation is to easily identify projects that respond well to the prioritized criteria. With or without the weighted scoring the relative order remains the same. However, the scoring should not be the sole basis for project selection or elimination. The project

¹ Projects scored high (scored as 3), medium (2), or low (1) under each criterion.

² Highest priority criteria, indicated by an (H) in the matrix, received a weighting multiplier (x3). High priority criteria, indicated by (M) in the matrix, received a weighting multiplier (x2). Priority criteria, indicated by (L) in the matrix, received a weighting multiplier (x1).

evaluation matrices are intended to help inform the discussion and provide a comparison between the projects.

As part of your review, please consider what questions or other factors may need to be considered to help the WCCC narrow the number of potential candidates recommended to the public and Metro Council. In preparation for the July 18th TAC meeting, in which the TAC will take action on recommending a narrowed project list to the WCCC, the following questions should be addressed:

1. Is the evaluation fairly and consistently applied?
2. Is there an opportunity to supplement the application material to support a revised evaluation?
3. How will public comments be addressed and considered in the process?
4. To what extent are projects scalable?
5. What other qualitative factors bear consideration?

Significant qualitative discussion about the evaluation, the merits, benefits and trade-offs associated with each project should be considered prior to forwarding a recommendation to the WCCC.

Please note that there may be other qualitative factors beyond these scores that may determine which projects are best to advance. These qualitative factors may include:

- Local priority.
- Geographic Equity.
- Multi-jurisdictional benefit.

Since project information may be refined and evolve, especially in response to public comment, we expect modifications to the evaluation over the next couple of weeks. Any revisions the spreadsheet will be distributed prior to the July 18 TAC meeting.

Attachments

- Draft Active Transportation and Complete Streets Project Evaluation
- Draft Green Economy and Freight Project Evaluation
- Regional Flexible Funding Proposed Evaluation Methodology

Regional Flexible Funds

Active Transportation and Complete Streets Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Evaluation ²										Score ¹
						Improves Access to/from High Priority Destinations (H)	Improves Safety (H)	Serves Traditionally Underserved (H)	Conducted Outreach to Underserved (M)	Mitigates Conflict between Freight/Bike (M)	Completes Last Mile Connection (M)	Improves user experience (M)	Serves High Density or Projected High Growth Area (M)	Leverages Funds (L)	Reduces Need for HWY Expansion (L)	
Canyon Road Streetscape and Safety Project	Beaverton	The project will design and improve six existing intersections with high-visibility paint, paving and bulbouts, add a signalized intersection at Rose Biggi Avenue and Canyon Road, install a mid-block pedestrian refuge and beacon at East Avenue and Canyon Road, construct a sidewalk and bike lane on the south side of Canyon, install a crosswalk and curb ramps across Broadway Street, and install stormwater quality treatments.	Hocken to 117th Ave	\$3,525,000	\$3,885,000	3	3	3	3	2	3	2	3	3	2	58
Downtown Accessibility Project	Hillsboro	The project will be based on the outcome and findings of the Downtown Hillsboro Accessibility study.	Adams to 10th Ave	\$3.0M	\$4.7million - 9.0 million (scalable)	3	2	3	2	1	3	2	3	2	2	50
BCT Crescent Connection: Westside Trail	THPRD	The project will design and construct a 1.4-mile multiuse off-street trail. The 10-foot wide asphalt trail will parallel Beaverton Creek at the east end and parallel the TriMet light rail line on the west end.	Hocken to Tualatin Nature Park	\$4,247,649	\$4,733,812	3	3	2	1	3	3	3	3	2	2	54
Fanno Creek Trail	Tigard	This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge.	Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge	\$3.7M	\$4,600,000	3	3	2	2	3	2	3	3	3	3	56
Merlo/170th Complete Corridor Design Plan	Washington County	The project will create a design plan for two adjacent corridors: SW 170th Avenue from Tualatin Valley ("TV") Highway to Baseline Road and SW Merlo Road / 158th Avenue from 170th Avenue to Jenkins Road.	Baseline to TV Hwy	\$445,000	\$500,000	2	3	3	3	2	3	2	2	1	1	50
Pedestrian Arterial Crossings	Washington County	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road, Baseline Road, Cornell Road, 185th Avenue, and 170th.	Walker Road (Murray to Cedar Hills Blvd), Baseline Road (Cornelius Pass Rd to 185th), Cornell Road (Aloclek to John Olson), 185th Avenue (Baseline to Alexander), and 170th (Merlo to Farmington).	\$3,585,000	\$3,979,350	3	3	3	3	2	3	2	3	1	2	56

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$3 million; minimum project development cost is \$500,000

Regional Flexible Funds

Green Economy and Freight Project Evaluation - Draft

Project	Jurisdiction	Project Description	Project Extent	Request	Est. Cost ³	Evaluation ²											Score ¹
						Reduces Freight Delay (H)	Access (H)	Green Economy and Economic Opportunity (H)	Mitigates Conflict between Freight/Bike (M)	Reduces Air Toxics/Particulate Matter (M)	Reduces Impacts to EJ Community (M)	Increases Freight Reliability (M)	Innovation (L)	Leverage (L)	Reduces Need for HWY Expansion (L)	Includes Multi-Modal Element (L)	
Concept Development for Hwy 217 Overcrossing at Hunziker Street	Tigard	The project will begin concept development for realignment of Hunziker Road to cross over OR 217, connecting with Hampton Street on the east side of the highway and the closure of Hunziker at 72nd Avenue. Potential design elements may include: widening of 72nd Avenue; intersection improvements; complete street elements such as pedestrian, bicycle, and auto connections between the Tigard Triangle and Tigard Town Center; and a potential high capacity transit alignment. The project will also identify impacts or opportunities related to the interchange of 72nd Avenue and OR 217, such as changes in ramp or ramp intersection configuration.	Overcrossing of Hwy 217 between Hunziker Road to Hampton Street at 72nd Avenue	\$800,000	\$900,000	2	3	2	2	3	2	2	1	2	2	3	47
Silicon Forest Green Signals	Washington County	The project extends adaptive signal control along county-maintained arterial roadways : 1) Cornelius Pass Road from the Sunset Highway (US 26) interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, Tualatin Valley Highway (OR 8); 3) Baseline Road west of Cornelius Pass Road to Borwick Street (2 intersections); 4) Cornell Road from east of Cornelius Pass Road east to 185th Avenue. The project also constructs one signalized mid-block crossing at the Rock Creek Trail intersection with Cornell Road.	1) Cornelius Pass Road from the US 26 interchange north to West Union Road; 2) Cornelius Pass Road from Baseline Road south to, but not including, TV Hwy; 3) Baseline Road to Borwick Street; 4) Cornell Road from east of Cornelius Pass Road to 185th Avenue	\$1,895,700	\$2,130,000	3	3	1	2	3	1	3	1	2	3	3	48
Tonquin Road / Grahams Ferry Road Intersection Project	Washington County	The project will reconstruct the approaches and intersection of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville. Project elements include raising the intersection to replace the existing steep intersection grades, widening Tonquin Road and Grahams Ferry Road to standard 3-lane collector roadway, designing intersection curb returns, and installing traffic signals (if needed), and constructing bike lanes and sidewalks.	intersection of Tonquin Road and Grahams Ferry Road	\$2,132,000	\$3,350,000	2	3	1	2	2	1	2	1	3	2	3	41

Notes:

¹ Criteria weighted by RFF Task Force as Highest Priority indicated by (H) is scored with a weighting factor (x3), High Priority indicated by (M) is scored with a weighting factor (x2) or Priority indicated by (L) is scored with a weighting factor (x1)

² Scored as high (3), medium (2) or low (1). Refer to evaluation methodology memo distributed to TAC May 30, 2013.

³ Minimum construction project cost is \$1 million; minimum project development cost is \$200,000



Memorandum

To: WCCC Transportation Advisory Committee
From: Dyami Valentine, Associate Planner
Date: May 24, 2013
Re: Regional Flexible Funding Proposed Evaluation Methodology

The WCCC TAC will take action on a recommendation to the WCCC on a 100% project list for both Active Transportation/Complete Streets and Green Economy/Freight candidates at the July 18 meeting. In preparation of that recommendation a technical evaluation of the candidate projects based on Metro's criteria will occur in June. Washington County staff will take the lead on providing an initial evaluation of the Active Transportation/Complete Streets applications. Washington County staff and Tigard staff will evaluate the Green Economy/Freight applications together, as there are only two applicants. The evaluations will be reviewed with the TAC at the June 27 meeting.

The purpose of the May 30 WCCC TAC discussion is to agree upon how the projects will be evaluated as well as a common understanding of some of the more subjective criteria. For example, what is an effective approach to determine whether a project helps green the economy and/or offers economic opportunities for EJ/underserved communities?

Some readily available mapped data may be used to help inform the evaluation. However, the applications should already make the case of how the projects address each criterion. Each criterion below includes a proposed methodology for evaluating the candidate projects in a way that attempts to be clear and objective. Please review and come prepared to discuss at the May 30 WCCC TAC meeting.

Relative priority established by Metro RFF Task Force is indicated as follows:

- Highest Priority (H),
- High Priority (M), and
- Priority (L)

Active Transportation / Complete Streets Criteria

Access (H)

Improves access to priority destinations, including mixed use centers, large employment areas, schools, and essential services for EJ/underserved communities.

Proposed methodology: Measure proximity to and density of existing priority destinations using mapped data. High, medium and low scores based on land use suitability map, related to number and size of priority destinations. Mapped data includes:

- Population density
- Major employment centers
- Schools
- Parks
- Social service and civic centers

- Commercial centers (includes grocery stores)

Safety (H)

Improves safety

- Proposed methodology: Evaluate candidate projects using safety indicators like bicycle and pedestrian involved crashes, traffic volume, traffic speed, and freight conflicts, and that the proposed project would separate or otherwise address the conflict
- High score indicates all of the following characteristics exist on or parallel to the proposed improvement and the project addresses the conflict:
 1. bicycle or pedestrian involved crash within last 3 years of available data,
 2. high daily volume and average speed, and
 3. freight route.
 - Medium score indicates two of the above characteristics are present and the project addresses the conflict.
 - Low score indicates one of the above characteristics is present and the project addresses the conflict.

Equity (H)

Serves traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities.

- Proposed methodology: Evaluate whether the candidate project will serve traditionally underserved communities based on Metro's mapped EJ data:
- High score indicates the candidate project **directly** serves an area of **significantly above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Medium score indicates the candidate project **directly** serves an area of **above average** minority, low-income, limited English speaking, youth, elderly, disabled
 - Low score indicates the candidate project **indirectly** serves an area of **significantly above average** or **above average** minority, low-income, limited English speaking, youth, elderly, disabled

Outreach (M)

Outreach has been conducted with EJ/underserved communities.

- Proposed methodology: Evaluate previous outreach efforts
- High score demonstrates that the candidate project is
 1. the result of a previous study,
 2. on the RTP project list, or
 3. on the TSP project list/other local project list, and
 4. included direct outreach to underserved communities.
 - Medium score demonstrates that the candidate project is
 1. the result of a previous study, with low income or minority community involved as part of study
 2. on the RTP project list, or
 3. on the TSP/other local project list,
 - Low score did not have outreach conducted.

Mitigates mode conflict (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant reduction** of conflict between modes, including physical separation of ped/bike facilities from vehicular traffic.
 - Medium score indicates **moderate reduction** of conflict between modes
 - Low score indicates a **minimal reduction** of conflict between modes

Last Mile (M)

Includes last mile connections to transit.

- Proposed methodology: Evaluates whether the candidate project improves access to transit.
- High score means the project addresses a need identified by TriMet's Pedestrian Network Analysis, and/or directly benefits a transit stop **within ¼ mile**.
 - Medium score means the candidate project indirectly benefits a transit stop **within ½ mile**.
 - Low score means the candidate project is not within close proximity to a transit stop **beyond ½ mile**.

User experience (M)

Will lead to an increase in non-auto trips through improvements to the user experience.

- Proposed methodology: Evaluate whether candidate project will likely result in improved transportation options for non-auto trips by including design elements like access to nature for off-street trails, vegetative buffers for on-street routes, noise buffers, avoids steep terrain, minimizes interaction with traffic, provides the most direct route possible, provides way-finding and signage, and bicycle storage at transit stops.
- High score incorporates five or more elements
 - Medium score incorporates 2-4 elements
 - Low score incorporates 0-1 elements

Density and growth (M)

Serves a high density or projected high growth area.

- Proposed methodology: Evaluate whether the candidate project is located in an existing high density residential or high growth area.
- High score indicates an average existing or zoned residential density in excess of 15 units per acre within ¼ mile buffer or an area forecast for employment growth
 - Medium score indicates an average existing or zoned residential density between range of 7-15 units per acre within ¼ mile buffer, or near an area forecast for employment growth
 - Low score indicates existing or zoned residential density less than 7 units per acre within ¼ mile buffer, and not near an employment growth area

Will include outreach/education/engagement element (L)

- All candidate projects score yes.

Leverages other funds or investments (L)

Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment or has a greater level of local match.

- High score indicates the candidate project improves upon an existing and/or committed investment or has a relative high level of local match
- Medium score indicates the candidate project has a relative medium level of local match
- Low score indicates the candidate project has a relative low level of local match

May help reduce the need for road and highway expansion (L)

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Green Economy / Freight Criteria**Reduces freight delay (H)**

Proposed methodology: Evaluate the relative level in which the proposal reduces freight delay. Considerations may include whether the project is on a freight route and/or high freight volumes are experienced on the route.

- High score indicates project will **significantly reduce delay** on an identified freight route.
- Medium score indicates project will **moderately reduce delay** on an identified freight route.
- Low score indicates project will **serve freight movement indirectly**

Access (H)

Increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

Proposed methodology: Measure proximity to existing industrial lands, employments centers & local businesses and/or rail facilities priority land use using mapped data.

- High score indicates the candidate project is located within and/or directly serves **more than one priority land use** as defined in the RTP.
- Medium score indicates the candidate project is located within and/or directly serves **one priority land use**
- Low score indicates the candidate project **is not located within** and/or **indirectly serves one priority land use**

Green Economy and Economic Opportunity (H)

Helps to green the economy and offer economic opportunities to Environmental Justice / underserved communities.

- Proposed methodology: Measure proximity to mapped Environmental Justice / underserved community data. *Need assistance with defining how a project greens the economy or offers economic opportunities.*
- High score indicates the candidate project is located within and/or directly serves an area with **significantly above average EJ concentration**
 - Medium score indicates the candidate project is located within and/or directly serves an area with **above average EJ concentration**
 - Low score indicates the candidate project is **not located within and/or indirectly serves significantly above average or above average EJ concentration**

Mitigates freight / active transportation conflicts (M)

Addresses or mitigates conflicts between freight and active transportation.

- Proposed methodology: Evaluate the relative level in which the proposal addresses or mitigates conflict.
- High score indicates a **significant** reduction of conflict between modes, and inclusion of separated ped/bike/transit facilities.
 - Medium score indicates **moderate** reduction of conflict between modes
 - Low score indicates a **minimal** reduction of conflict between modes

Reduces air toxics or particulate matter (M)

- Proposed methodology: Evaluate whether the project addresses an area where congestion is observed, and the relative level in which the proposal reduces congestion and/or idling time of cars and freight.
- High score indicates the candidate project will **significantly reduce congestion and delay**
 - Medium score indicates the candidate project will **moderately reduce congestion and delay**
 - Low score indicates the candidate project will **minimally reduce congestion and delay**

Reduce Impacts (M)

Helps reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities.

- Proposed methodology: Evaluate the relative level in which the proposal reduces impacts to Environmental Justice communities.
- High score indicates the candidate project is located within and/or directly impacts an EJ community and **significantly reduces** impacts of freight
 - Medium score indicates the candidate project is located within and/or directly impacts an EJ community and **moderately reduces** impacts of freight

- Low score indicates the candidate project is located within and/or directly impacts an EJ community and **minimally reduces** impacts of freight or is not within close proximity to EJ community

Increases freight reliability (M)

Proposed methodology: Evaluate the relative level in which the proposal increases freight reliability.

- High score indicates the candidate project is located on a freight route and **significantly increases** freight reliability
- Medium score indicates the candidate project is located on a freight route and **moderately increases** freight reliability
- Low score indicates the candidate project is located on a freight route and **minimally increases** freight reliability

Innovation (L)

Is of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources.

- Score as yes, if it is innovative or unique in nature

Leverage (L)

Leverages other funds or prepares project to compete for discretionary funding that may not otherwise come to the region.

Proposed methodology: Evaluate the relative level in which the proposal improves upon an existing and/or committed investment, has a greater level of local match and/or leverage private development.

- High score indicates the candidate project improves upon an existing and/or committed investment, has a relative high level of local match, and/or will leverage significant private development
- Medium score indicates the candidate project has a relative medium level of local match, and/or will leverage moderate private development
- Low score indicates the candidate project has a relative low level of local match, and/or will leverage low private development

Reduce need for highway expansion (L)

May help reduce the need for highway expansion.

- Score as a yes, if a candidate project increases connectivity in an area that lacks alternative routes

Includes multi-modal elements (L)

- Score as a yes, if a candidate project includes multi-modal elements