

---

**Wednesday, June 11, 2025**

**7:30 AM – 9:00 AM**

**Virtual Meeting:**

<https://clackamascounty.zoom.us/j/81055088376?pwd=BlOG6SMmvtFT39W7MOM9ixuOQMFbp5.1>

---

**Agenda**

**7:30 a.m. Welcome & Introductions**

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

- Upcoming JPACT Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*
- RFFA Step 2: Allocation Package Options  
*Presenting: Grace Cho, Jean Senechal Biggs, Metro*
- USDOT Certification of Metro  
*Presenting: Ted Leybold, Metro*
- TPAC Updates  
*Presenting: Jeff Owen, Clackamas; Will Farley, Lake Oswego*

**8:45 a.m. MPAC Updates ([MPAC Materials](#))**

- Upcoming MPAC Agenda  
*Presenting: Mayor Joe Buck, Lake Oswego*

**8:50 a.m. Transportation Package Update**  
*Presenting: Jaimie Lorenzini, Clackamas*

**Attachments:**

JPACT and MPAC Work Programs	Page 02
RFFA Support Materials	Page 05
MPO Certification Support Materials	Pending
TPAC Update	Pending
MTAC Update	Pending
C4 Retreat Reservation Flyer	Page 19

## 2025 JPACT Work Program

**As of 5/13/25**

*Items in italics are tentative*

<p><b><u>May 15, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>Resolution no. 25-5493 For the Purpose of Adding of Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements (<b>consent</b>)</li> <li>Consideration of the April 17, 2025 JPACT Minutes (<b>consent</b>)</li> <li>Federal Surface Transportation Reauthorization regional priorities (<b>action</b>)</li> <li>Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min)</li> <li>TV Highway LPA Update (Jess Zdeb, Metro; 20 min)</li> <li>Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min)</li> <li>Community Connector Transit Study (Ally Holmqvist, Metro; 20 min)</li> </ul>	<p><b><u>Special JPACT workshop May 22, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>RFFA Step 1A.1 Bond: Candidate project presentations (90 min) <ul style="list-style-type: none"> <li>Burnside Bridge</li> <li>Sunrise</li> <li>Montgomery Park</li> <li>TV Highway</li> <li>82<sup>nd</sup> Avenue</li> </ul> </li> </ul>
<p><b><u>June 12, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>82<sup>nd</sup> Avenue LPA adoption (<b>action</b>)</li> <li>TV Highway LPA adoption (<b>action</b>)</li> <li>RFFA Step 1A: Bond discussion 30 min</li> <li>US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold &amp; Federal staff; 40 min)</li> </ul>	<p><b><u>June 26, 2025- in person (additional JPACT meeting)</u></b></p> <ul style="list-style-type: none"> <li>Annual Transit Budget updates (comment)</li> <li>Montgomery Park LPA adoption (<b>action</b>)</li> <li>State Legislative Update (Anneliese Koehler, 20 min)</li> <li>IBR MTIP Amendment (Zoie Wesenberg, ODOT; 15 min)</li> </ul>
<p><b><u>July 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>JPACT Trip update (Comment from the chair)</li> <li>Title VI Plan Adoption (<b>consent</b>)</li> <li>RFFA Step 1A Bond (<b>action</b>)</li> <li>RFFA Step 2 (<b>action</b>)</li> <li>IBR MTIP Amendment (<b>action</b>)</li> </ul>	<p><b><u>August- cancelled</u></b></p>

<b><u>September 18, 2025- online</u></b> <ul style="list-style-type: none"> <li>• MTIP update (20 min)</li> <li>• Regional Emergency Transportation Routes (RETR) update (20 min)</li> <li>• RTP amendment bundles for corridor projects</li> <li>• Cooling Corridors</li> <li>• <b>HOLD</b> for Sunrise Acceptance of Action Plan</li> </ul>	<b><u>October 16, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• JPACT trip report back</li> <li>• Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min)</li> <li>• CCT Study: Priorities</li> <li>• <b>HOLD</b> for IBR LUFO</li> </ul> <p>MPACT- October 25<sup>th</sup></p>
<b><u>November 20, 2025- online</u></b> <ul style="list-style-type: none"> <li>- MTIP Information Update/Timeline (Blake Perez, Metro; 20 min)</li> </ul>	<b><u>December 18, 2025- in person</u></b> <ul style="list-style-type: none"> <li>• SS4A Annual update</li> <li>•</li> </ul>

***Holding Tank:***

- Better Bus Program update

# 2025 MPAC Work Plan

Updated 3/6/25

<p><b><u>May 28, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Resolution no. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project <b>(action)</b></li> <li>• Regional Housing Coordination Strategy - engagement themes; categories of preliminary list of strategies (Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li>• Montgomery Park Streetcar LPA update (Alex Oreschak, Metro; 20 min)</li> <li>• Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>June 25, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Montgomery Park Streetcar LPA adoption <b>(action)</b> (15 min)</li> <li>• TV Highway LPA adoption <b>(action)</b> (15 min)</li> <li>• Placemaking Grants Update (Dana Lucero, Metro; 30 min)</li> <li>• Future Vision Update- Future Vision Commission and Project Timeline (Jess Zdeb, Metro; 45 min)</li> </ul>
<p><b><u>July 23, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision (placeholder – 30 minutes)</li> <li>• State Legislative Update (45 minutes)</li> <li>• Regional Housing Coordination Strategy - evaluation framework and draft RHCS (Emily Lieb and Eryn Kehe, Metro; 30 min)</li> </ul>	<p><b><u>August 27, 2025 cancelled</u></b></p>
<p><b><u>September 24, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• Cooling Corridors</li> <li>• Supportive Housing Services Funding Update</li> </ul>	<p><b><u>October 22, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Regional Housing Coordination Strategy - evaluation framework and draft RHCS ((Emily Lieb and Eryn Kehe, Metro; 45 min)</li> <li>• Future Vision</li> </ul>
<p><b><u>November 19, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• 2040 Grants update</li> </ul>	<p><b><u>December 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Future Vision</li> <li>• Supportive Housing Services Funding Update</li> </ul>

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, May 30, 2025  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Jean Senechal Biggs, Resource Development Section Manager  
Subject: 2028-2030 Regional Flexible Fund Step 2 – Allocation Package Options and Draft Legislative Materials

---

## **Getting to a Step 2 Staff Recommendation and Allocation Decision**

The 28-30 Regional Flexible Fund Step 2 allocation process is nearing an end. Metro staff are preparing to develop a Step 2 staff recommended allocation package for TPAC consideration and action on July 11, 2025.

At the upcoming TPAC meeting on June 6th, Metro staff seek feedback from TPAC members on three (3) RFFA Step 2 allocation package options, as well as draft legislative materials. Metro staff will also present an update on the RFFA funding forecast which now projects a Step 2 allocation of approximately \$49 million.

Metro staff will carry forward TPAC's input to the Metro Council work session on June 17th and the JPACT meeting on June 26th.

**RFFA Step 2 Allocation Package Options:** Each package totals approximately \$49 million, which is the estimated amount of the Regional Flexible Funds available in the 28-30 cycle. (See tables 1 – 3 on pages 4 and 5.)

To develop the package options, Metro staff used an assessment applying the four components to inform the development of a Step 2 allocation package:

1. Meeting the 2028-30 RFFA Program Direction objectives, including advancing RTP goals, investing across the region, and honoring prior commitments of Regional Flexible Funds, and funding leverage
2. Project technical scores, based on the results of the Outcomes Evaluation
3. Public support, based on the results of the public comment project ratings
4. Input from TPAC and JPACT on the illustrative concepts, along with additional considerations shared in their May 2025 meetings

The assessment includes a placeholder for a fifth component to account for county coordinating committees and City of Portland priorities, which Metro expects to receive around June 3, 2025.

The assessment results are provided in **Attachment 1**.

**Draft Legislative Materials:** To prepare for the July committee actions, **Attachment 2** shares a preview of the legislative package with a draft Resolution and draft Conditions of Approval.

The adopting Resolution establishes policy and expresses intent on the Step 2 Regional Flexible Fund Allocation to projects. It identifies the awarded projects and the total amount awarded. The Resolution also includes the allocation of funds to Step 1A and Step 1B for payment towards debt service and regional planning and program investments. [Note: Approval of the Step 1A.1 new project bond will occur through action on a separate resolution.]

Conditions of approval are mechanisms to ensure Regional Flexible Fund projects are planned, designed and built consistent with the project applications approved by JPACT and the Metro Council, meet federal regulations, and with regional program policies.

### Discussion Items

1. Coordinating committee and City of Portland priorities were not available at the time of this mailing. TPAC reps are asked to share their priorities to the committee.
2. Option 1 best reflects TPAC's May 2025 feedback to prioritize the results of Outcomes Evaluation (technical scores). Is this option the foundation of a package that TPAC would recommend to JPACT?
3. Are there questions regarding the Step 2 allocation draft legislative materials?

### Background & Current Place in Development:

The 28-30 Regional Flexible Fund Step 2 allocation process began in Fall 2024 with a call for projects. Metro received 24 applications requesting a total of just over \$140 million in Regional Flexible Funds.

Metro conducted two technical evaluations of the proposed projects. The Outcomes Evaluation assessed how well each project advances the 2023 Regional Transportation Plan goals. The Project Risk Assessment identified the potential project delivery challenges each project may encounter as a federal aid project. Metro issued the final results of the technical evaluations on April 15, 2025.

Metro conducted a five-week public comment period from March 26<sup>th</sup> through April 30<sup>th</sup>. Participants navigated to individual projects in an interactive online map and once the project of interest selected, prompted to participate in a survey rated the project on a scale of 1 (no support) to 5 (high support). Participants also had the option to provide written comments. Metro issued the Step 2 public comment report on May 16, 2025.

At the May meetings of TPAC and JPACT, Metro staff presented different concepts or factors with which to build Step 2 package options. Input from the regional committees included:

- Weigh equally the five Regional Transportation Plan (RTP) goals in the development of the Step 2 package, rather than prioritizing only one or more goals, to remain consistent with the adopted Program Direction
- Prioritize projects that have other funding committed and that the Regional Flexible Funds will help close the project's funding gap
- Consider the needs of the small jurisdictions, where the ability to secure other transportation funding is scarce or simply not possible, and the Regional Flexible Funds are the only likely source for capital investments
- Support developing a pipeline of candidate projects with both project development and construction awards
- Provide the methodology for creating the Step 2 allocation packages and outline how each factor was utilized as part of the selection for inclusion in a package
- Consider the potential to leverage adjacent investments funded through Regional Flexible Fund Step 1A.1 bond
- Consider the economic development potential a Step 2 application can help unlock

**Step 2 Estimated Available Funds Update**

As part of the competitive Step 2 allocation process, Metro staff develops a revenue estimate of available Regional Flexible Funds at two different points of the process. The first estimate of Regional Flexible Funds precedes the opening the Call for Projects to give potential applicants an idea of the amount of funding available. The second estimate of Regional Flexible Funds is ahead of the development of the Step 2 allocation package to inform the staff recommended package.

This spring, Metro staff reviewed the Regional Flexible Fund revenue estimates according to the most recent annual federal appropriations. The updated forecast shows a total estimate of Regional Flexible Funds available for federal fiscal years 2028 – 2030 at approximately \$161 million. This is an increase of \$8 to \$11 million in Regional Flexible Funds than the spring 2024 estimate of \$150 to \$153 million. The increase in revenues can be attributed to:

- 1) higher Regional Flexible Funds carryover of unallocated funds from previous funding cycles; and
- 2) an updated ODOT forecast of Congestion Mitigation and Air Quality (CMAQ) formula funds, sub-allocated to the Metro as the MPO and one of the federal funds programs to comprise the Regional Flexible Funds.

The Regional Flexible Fund carryover reflects the difference between Metro's Regional Flexible Fund estimate as of summer 2022 and the annual federal appropriations through today. The mildly conservative Regional Flexible Fund revenue estimates for previous fiscal years leading up to 2025 relative to the annual federal appropriations yielded \$6 million in unallocated Regional Flexible Funds over the near three-year timeframe.

An updated ODOT forecast of CMAQ formula funds made available in spring 2025 resulted in an increase of approximately \$700,000 of CMAQ funds annually to add to the Regional Flexible Funds beginning in 2025. Part of this increased amount is now accounted for in the calculation of the carryover of unallocated Regional Flexible Funds through 2027 into the 2028-30 funding cycle. With this increased amount of CMAQ, Metro can also assume a similar increased level of funding for years 2031 through 2039. Metro staff continues to use a moderately conservative approach in estimating the CMAQ formula funds available by not projecting any increased growth to the CMAQ sub-allocation beyond 2025.

Metro staff initially assumed an advance of Regional Flexible Funds available in years 2028 through 2030 to apply to debt servicing beginning with the first bond issuance in year 2026 or 2027. However, with the additional Regional Flexible Funds estimated to be available, there will be adequate funding to support initial payments to the Step 1A.1 bond without having to advance funding capacity from years 2028-30.

The change in forecasted funds unencumbers approximately \$7 million of advanced Regional Flexible Funds from the Step 2 allocation. Metro staff proposes to utilize the increase from the updated revenue estimate to offset the amount of funds needed from Step 2 for debt service for this cycle and allocate \$49 million in the Step 2 competitive process, up from the \$42 million initially estimated.

### Step 2 Allocation Package Options

Building a Step 2 allocation package among a competitive pool of applications is challenging. Metro staff's assessment across the four components—Program Direction objectives, technical evaluation, public comment, and illustrative concepts input from TPAC and JPACT—highlights the individual and different strengths of each Step 2 application project. Tables 1 - 3 present three Step 2 allocation package options. Each package option emphasizes various parts of the four components.

#### Allocation Package Option 1

Allocation Package Option 1 emphasizes high performance across the four components: Program Direction, technical evaluation, public support, and responsiveness to concepts input. Most Option 1 projects met more than half of the objectives of the Program Directions and Concepts and projects were within the top 10 scoring projects in the Outcomes Evaluation. Option 1 is most consistent with input from TPAC and JPACT to respect the outcome of the technical evaluation results.

*Table 1. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 1*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
NE MLK Jr Blvd Safety and Access to Transit	Portland	\$4,879,517
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	\$5,252,300
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland	\$7,732,932
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	\$8,721,932
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	\$2,707,217
	<b>Total</b>	<b>\$47,836,391</b>



**Allocation Package Option 2:**

Allocation Package Option 2 emphasizes high performance in the Outcomes Evaluation and the Program Direction objectives while taking into consideration JPACT input from the Illustrative Concepts to include projects that complement recently built, currently active, or Step 1A.1 bond capital transportation projects. All Option 2 projects scored in the top half (top 12) of applications in the Outcomes Evaluation and a majority meet over half of the Program Direction objectives.

*Table 2. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 2*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	\$5,252,300
NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland	\$7,732,932
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Beaverton Downtown Loop: SW Hall Blvd – 3rd to 5th St	Beaverton	\$4,649,687
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	\$12,026,118
	<b>Total</b>	<b>\$48,203,530</b>

**Allocation Package Option 3**

Allocation Package Option 3 emphasizes high performance in the Outcomes Evaluation, the public comment project ratings, and Program Direction objectives. The majority of Option 3 projects met more than half of the objectives of the Program Direction and are responsive to TPAC and JPACT input on the Illustrative Concepts. Option 3 gives additional consideration to the public comment by including the highest rated Step 2 application that also performed highly in the technical evaluation and meets the Program Direction objectives.

*Table 3. 28-30 Regional Flexible Fund Step 2 – Allocation Package Options 3*

<b>Project Name</b>	<b>Applicant</b>	<b>Requested Amount</b>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	\$897,300
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland	\$7,577,698
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Gresham	\$4,067,495
NE MLK Jr Blvd Safety and Access to Transit	Portland	\$4,879,517
Beaverton Creek Trail: Merlo Road Improvements	Washington County	\$6,640,700
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Tualatin Hills Parks & Recreation District	\$6,000,000
Gladstone Historic Trolley Trail Bridge Construction	Gladstone	\$8,721,932
North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	\$8,000,000
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	\$2,707,217
	<b>Total</b>	<b>\$49,491,859</b>

**Next Steps**

Table 4. outlines the next steps in the 28-30 Regional Flexible Fund Step 2 allocation process.

*Table 4. 2028-2030 Regional Flexible Funds Step 2 – Next Steps and Key Dates*

<b>Activity</b>	<b>Date</b>
Coordinating committee and City of Portland priorities submission (optional)	June 3, 2025
TPAC: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Opportunity to provide input on preferred Step 2 allocation package to inform a Metro staff recommendation.</li> <li>- Draft Step 2 legislation</li> </ul>	June 6, 2025
Metro Council: Updates on Step 2 and input to develop staff recommendation	June 17, 2025
JPACT: 28-30 Regional Flexible Funds Step 2 allocation package options <ul style="list-style-type: none"> <li>- Opportunity to provide input on preferred Step 2 allocation package to inform a Metro staff recommendation.</li> <li>- Draft Step 2 legislation</li> </ul>	June 26, 2025
TPAC: Staff recommendation on 28-30 RFFA Step 2 allocation package. Request recommendations to JPACT.	July 11, 2025
JPACT: Carry forward TPAC recommendation. Request action on 2028-2030 RFFA Step 2 and recommendation to Metro Council adoption	July 17, 2025
Metro Council: Adoption of 2028-2030 Regional Flexible Fund Step 2 Allocation	July 31, 2025

## Attachment 1 – 28-30 Regional Flexible Fund Step 2: Allocation Package Development Assessment Rubric

<i>Program Direction Objectives</i>
Strategic Regional Funding Approach <ul style="list-style-type: none"> <li>- Eligible in the Strategic Regional Funding Approach</li> </ul>
Honors prior commitments <ul style="list-style-type: none"> <li>- Received previous Project Development allocation from RFFA?</li> </ul>
Leverages additional funding <ul style="list-style-type: none"> <li>- Greater than the local minimum match?</li> <li>- Is there another previous allocation from a different program?</li> </ul>
State Implementation Plan (SIP) commitments <ul style="list-style-type: none"> <li>- Is a CMAQ eligible project</li> </ul>
Achieve multiple transportation policy objectives <ul style="list-style-type: none"> <li>- See Technical Evaluation</li> </ul>
Efficient and effective use of federal transportation funds <ul style="list-style-type: none"> <li>- Overall Risk Assessment rating is at or above average (25.5)</li> </ul>
<i>Technical Evaluation</i>
Technical evaluation score greater than 50
<i>Public Comment</i>
Received project rating response above average (4.15)
<i>Concepts Input</i>
Complementary project to a currently active or recently completed larger or adjacent capital transportation project
Project Readiness <ul style="list-style-type: none"> <li>- Project Management Risk Assessment score is at or above average (8)</li> </ul>
Limited local funding options <ul style="list-style-type: none"> <li>- RFFA is the most accessible transportation funding source</li> </ul>
Economic development potential <ul style="list-style-type: none"> <li>- Higher than average Thriving Economy score (50)</li> </ul>
<i>Coordinating Committee/City of Portland Identified Priority</i>
Identified as a coordinating committee or City of Portland priority
<i>Step 2 Allocation Package Specific Criteria</i>
Program Direction: Invests in all parts of the region <ul style="list-style-type: none"> <li>- Investment in the four main areas without sub-allocation consideration</li> </ul>
Concepts Input: Project Pipeline <ul style="list-style-type: none"> <li>- Package includes project development application(s)</li> </ul>

Attachment 1 - 28-30 Regional Flexible Fund Step 2 - Assessment Rubric Results Summary

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority	Total Building Components
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts subcomponents	Indicated submitted  TBD	Number of components addressed
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No		1 of 4
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes		4 of 4
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes		3 of 4
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No		2 of 4
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	60	\$ 6,640,700	\$ 7,401,700	Yes	Yes	Yes	No		3 of 4
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No		2 of 4
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No		2 of 4
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No		3 of 4
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No		3 of 4
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	54.62	\$ 4,649,687	\$ 5,181,865	Yes	Yes	Yes	No		3 of 4
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes		3 of 4
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	52.34	\$ 8,000,000	\$ 26,336,556	Yes	Yes	Yes	No		3 of 4
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	52.32	\$ 12,026,118	\$ 13,402,560	Yes	No	No	No		1 of 4
W Burnside Green Loop Crossing	Construction	Portland	Portland	52.21	\$ 3,938,250	\$ 4,389,000	Yes	Yes	No	No		2 of 4
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Project Development	Oregon City	Clackamas County	51.88	\$ 3,832,341	\$ 4,270,970	Yes	No	No	No		1 of 4
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Construction	Clackamas County	Clackamas County	51.1	\$ 7,228,290	\$ 8,055,600	Yes	No	No	No		1 of 4
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construction	Gresham	East Multnomah County	50.9	\$ 9,420,793	\$ 10,499,045	Yes	No	Yes	No		2 of 4
Westside Trail Segment 1 - King City	Construction	King City	Washington County	47.65	\$ 7,841,343	\$ 9,568,610	No	Yes	Yes	No		2 of 4
Outer Halsey and Outer Foster (ITS Signal Improvements)	Construction	Portland	Portland	47.3	\$ 4,416,999	\$ 4,922,544	No	No	No	No		0 of 4
Red Electric Trail East of SW Shattuck Rd	Construction	Portland	Portland	44.78	\$ 7,677,446	\$ 9,176,962	No	Yes	No	No		1 of 4
Smart SW 185th Avenue ITS and Better Bus Project	Construction	Hillsboro	Washington County	44.48	\$ 4,572,738	\$ 5,272,738	No	Yes	Yes	No		2 of 4
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Construction	Sherwood	Washington County	44.14	\$ 8,973,000	\$ 9,960,030	No	Yes	No	No		1 of 4
Lakeview Blvd - Jean Rd to McEwan Rd	Project Development	Lake Oswego	Clackamas County	30.3	\$ 983,000	\$ 1,095,500	No	No	No	No		0 of 4
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project Development	Washington County	Washington County	27.9	\$ 2,593,200	\$ 2,890,000	No	No	No	No		0 of 4

Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Activity	Applicant	Coordinating Committee	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment
						Outcomes Evaluation	Public Comment
						Overall score above 50	Rating above average (4.15)
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	\$ 897,300	\$ 1,000,000	Yes	No
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	\$ 7,577,698	\$ 8,445,000	Yes	Yes
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construction	Gresham	East Multnomah County	\$ 4,067,495	\$ 4,533,038	Yes	No
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	\$ 4,879,517	\$ 5,438,000	Yes	Yes
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	\$ 6,640,700	\$ 7,401,700	Yes	Yes
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	\$ 5,252,300	\$ 6,690,000	Yes	No
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	\$ 7,732,932	\$ 8,618,000	Yes	Yes
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	\$ 6,000,000	\$ 30,334,019	Yes	Yes
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	\$ 8,721,932	\$ 9,720,196	Yes	Yes
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	\$ 4,649,687	\$ 5,181,865	Yes	Yes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	\$ 2,707,217	\$ 3,017,070	Yes	Yes
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	\$ 8,000,000	\$ 26,336,556	Yes	Yes
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	\$ 12,026,118	\$ 13,402,560	Yes	No
W Burnside Green Loop Crossing	Construction	Portland	Portland	\$ 3,938,250	\$ 4,389,000	Yes	Yes
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Project Development	Oregon City	Clackamas County	\$ 3,832,341	\$ 4,270,970	Yes	No
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Construction	Clackamas County	Clackamas County	\$ 7,228,290	\$ 8,055,600	Yes	No
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construction	Gresham	East Multnomah County	\$ 9,420,793	\$ 10,499,045	Yes	No
Westside Trail Segment 1 - King City	Construction	King City	Washington County	\$ 7,841,343	\$ 9,568,610	No	Yes
Outer Halsey and Outer Foster (ITS Signal Improvements)	Construction	Portland	Portland	\$ 4,416,999	\$ 4,922,544	No	No
Red Electric Trail East of SW Shattuck Rd	Construction	Portland	Portland	\$ 7,677,446	\$ 9,176,962	No	Yes
Smart SW 185th Avenue ITS and Better Bus Project	Construction	Hillsboro	Washington County	\$ 4,572,738	\$ 5,272,738	No	Yes
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Construction	Sherwood	Washington County	\$ 8,973,000	\$ 9,960,030	No	Yes
Lakeview Blvd - Jean Rd to McEwan Rd	Project Development	Lake Oswego	Clackamas County	\$ 983,000	\$ 1,095,500	No	No
SW 175th Design: SW Condor Lane to SW Kemmer Road	Project Development	Washington County	Washington County	\$ 2,593,200	\$ 2,890,000	No	No

Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Program Direction							
	Strategic Regional Funding Approach Eligible	Honors Prior Commitments	Funding Leverage		SIP Commitments	Federal Funds Efficeint Use	Multiple Objectives	Program Direction Objectives Total
		<i>Previous RFFA project development allocation</i>	<i>Greater than minimum match</i>	<i>Previous allocation from a different program</i>	<i>CMAQ eligible project</i>	<i>Total Risk Assessment score below average (25.5)</i>	<i>See Outcomes Evaluation</i>	<i>Meets more than half of the objectives</i>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Yes	No	No	No	No	Yes		No
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Yes	No	No	No	Yes	Yes		Yes
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Yes	No	No	No	Yes	Yes		Yes
NE MLK Jr Blvd Safety and Access to Transit	Yes	No	No	No	No	Yes		No
Beaverton Creek Trail: Merlo Road Improvements	Yes	No	No	No	Yes	Yes		Yes
Cedar Mill Better Bus and Access to Transit Enhancements	Yes	No	Yes	Yes	Yes	Yes		Yes
NE Prescott St: 82nd Ave Multimodal Safety and Access	Yes	No	No	No	Yes	Yes		Yes
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Yes	No	Yes	Yes	Yes	No		Yes
Gladstone Historic Trolley Trail Bridge Construction	Yes	Yes	No	Yes	Yes	No		Yes
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Yes	No	No	No	Yes	Yes		Yes
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Yes	No	No	No	No	Yes		No
North Dakota Street (Fanno Creek) Bridge Replacement	Yes	No	Yes	Yes	Yes	No		Yes
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	No	No	No	No	No	No		No
W Burnside Green Loop Crossing	Yes	No	No	No	Yes	Yes		Yes
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	Yes	No	No	No	No	Yes		No
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Yes	No	No	No	Yes	No		No
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Yes	No	No	No	Yes	Yes		Yes
Westside Trail Segment 1 - King City	Yes	No	Yes	Yes	Yes	Yes		Yes
Outer Halsey and Outer Foster (ITS Signal Improvements)	Yes	No	No	No	Yes	Yes		No
Red Electric Trail East of SW Shattuck Rd	Yes	No	Yes	No	Yes	Yes		Yes
Smart SW 185th Avenue ITS and Better Bus Project	Yes	No	Yes	No	Yes	Yes		Yes
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Yes	No	No	No	Yes	No		No
Lakeview Blvd - Jean Rd to McEwan Rd	Yes	No	No	No	No	Yes		No
SW 175th Design: SW Condor Lane to SW Kemmer Road	Yes	No	No	No	No	Yes		No

Attachment 1 - 28-30 Regional Flexible Fund Step 2 Assessment Rubric Results by Component

Project	Concepts Input					Package Objectives	
	Complementary Project to Larger or Adjacent Capital Project	Limited Local Funding Sources	Economic Development Potential	Project Readiness	Concepts Total	Project Pipeline	Investment Across the Region
		<i>RFFA most accessible transportation funding source</i>	<i>Thriving Economy score above average (50)</i>	<i>Project Management Risk Assessment score at or below average (8)</i>	<i>Meets more than half of the concepts subcomponents</i>	<i>N/A - Package Criteria</i>	<i>N/A - Package Criteria</i>
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	No	No	Yes	No	No		
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Yes	No	Yes	Yes	Yes		
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Yes	No	Yes	Yes	Yes		
NE MLK Jr Blvd Safety and Access to Transit	No	No	Yes	Yes	No		
Beaverton Creek Trail: Merlo Road Improvements	No	Yes	No	No	No		
Cedar Mill Better Bus and Access to Transit Enhancements	No	No	No	Yes	No		
NE Prescott St: 82nd Ave Multimodal Safety and Access	Yes	No	No	Yes	No		
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	No	Yes	No	Yes	No		
Gladstone Historic Trolley Trail Bridge Construction	No	Yes	No	No	No		
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	No	No	No	Yes	No		
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	No	Yes	Yes	Yes	Yes		
North Dakota Street (Fanno Creek) Bridge Replacement	Yes	No	No	Yes	No		
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Yes	No	Yes	No	No		
W Burnside Green Loop Crossing	No	No	Yes	Yes	No		
OR99E (McLoughlin Boulevard) 10th Street to Tumwater village: Shared-Use Path and Streetscape Enhancements Project Development	No	Yes	No	Yes	No		
Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Yes	No	Yes	No	No		
NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	No	No	No	Yes	No		
Westside Trail Segment 1 - King City	No	Yes	No	Yes	No		
Outer Halsey and Outer Foster (ITS Signal Improvements)	No	No	Yes	Yes	No		
Red Electric Trail East of SW Shattuck Rd	No	Yes	No	No	No		
Smart SW 185th Avenue ITS and Better Bus Project	No	No	No	Yes	No		
Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	No	Yes	No	No	No		
Lakeview Blvd - Jean Rd to McEwan Rd	No	No	No	No	No		
SW 175th Design: SW Condor Lane to SW Kemmer Road	No	No	No	Yes	No		

28-30 Regional Flexible Fund Step 2 - Allocation Package Option 1

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	Construction	Gresham	East Multnomah	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No	
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No	
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No	
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes	



28-30 Regional Flexible Fund Step 2 - Allocation Package Option 2

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
Cedar Mill Better Bus and Access to Transit Enhancements	Construction	Washington County	Washington County	59.71	\$ 5,252,300	\$ 6,690,000	Yes	No	Yes	No	
NE Prescott St: 82nd Ave Multimodal Safety and Access	Construction	Portland	Portland	59.45	\$ 7,732,932	\$ 8,618,000	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Construction	Beaverton	Washington County	54.62	\$ 4,649,687	\$ 5,181,865	Yes	Yes	Yes	No	
OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construction	Happy Valley	Clackamas County	52.32	\$ 12,026,118	\$ 13,402,560	Yes	No	No	No	
				Total	\$ 48,203,530						

28-30 Regional Flexible Funds Step 2 - Allocation Package Option 3

Project	Activity	Applicant	Coordinating Committee	Overall Score	Total Regional Flexible Fund Request	Total Cost Estimate	Technical Evaluation	Public Comment	Program Direction Objectives Total	Concepts Input Total	Coordinating Committee or City of Portland Priority
							Overall score above 50	Rating above average (4.15)	Meets more than half of the objectives	Meets more than half of the concepts factors	Indicated submitted  TBD
NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Project Development	Multnomah County	East Multnomah County	81.41	\$ 897,300	\$ 1,000,000	Yes	No	No	No	
NE Glisan St: 82nd Avenue Multimodal Safety and Access	Construction	Portland	Portland	70.97	\$ 7,577,698	\$ 8,445,000	Yes	Yes	Yes	Yes	
NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Construction	Gresham	East Multnomah County	60.58	\$ 4,067,495	\$ 4,533,038	Yes	No	Yes	Yes	
NE MLK Jr Blvd Safety and Access to Transit	Construction	Portland	Portland	60.56	\$ 4,879,517	\$ 5,438,000	Yes	Yes	No	No	
Beaverton Creek Trail: Merlo Road Improvements	Construction	Washington County	Washington County	60	\$ 6,640,700	\$ 7,401,700	Yes	Yes	Yes	No	
Westside Trail Pedestrian and Bicycle Bridge Over Highway 26	Construction	Tualatin Hills Parks & Recreation District	Washington County	58.14	\$ 6,000,000	\$ 30,334,019	Yes	Yes	Yes	No	
Gladstone Historic Trolley Trail Bridge Construction	Construction	Gladstone	Clackamas County	57.8	\$ 8,721,932	\$ 9,720,196	Yes	Yes	Yes	No	
North Dakota Street (Fanno Creek) Bridge Replacement	Construction	Tigard	Washington County	52.34	\$ 8,000,000	\$ 26,336,556	Yes	Yes	Yes	No	
Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Project Development	Milwaukie	Clackamas County	54.05	\$ 2,707,217	\$ 3,017,070	Yes	Yes	No	Yes	
				Total	\$ 49,491,859						



# Clackamas County Coordinating Committee

## 2025 C4 RETREAT RESERVATION FORM

### JOIN US FOR THE 2025 C4 SUMMER RETREAT!

The C4 retreat is a valuable chance to connect with colleagues and local leaders, participate in comprehensive presentations on key topics, and pinpoint goals and issues that require further attention in future C4 meetings.

**When:** Friday, July 25 (starts at 1 p.m.) – Saturday, July 26 (ends by noon)  
**Where:** Mt Hood Oregon Resort, 68010 E Fairway Ave, Welches, OR 97067  
**Who:** C4 members, alternates, and their staff

### STEP 1: RESERVE YOUR SPOT

[CLICK HERE TO RSVP](#)

### STEP 2: PAY REGISTRATION FEE

#### PAY BY CHECK

**Overnight** - Registration fee is **\$296 per person**, which covers one-night single accommodation, meeting venue, and meals (Friday dinner and Saturday breakfast and various snacks and drink service).

**Day Only** - Registration fee is **\$149 per person** for those who choose not to stay overnight at the resort. This covers all the same costs except for room accommodation.

Please make checks payable to Clackamas County. Checks may be mailed to:

Jaimie Lorenzini  
Clackamas County Public & Government Affairs  
2051 Kaen Rd  
Oregon City, OR 97045

#### PAY ONLINE

**Overnight** - Registration fee is **\$311 per person**, which covers one-night single accommodation, meeting venue, and meals (Friday dinner and Saturday breakfast and various snacks and drink service). Registration fee includes a 5% online processing fee.

**Day Only** - Registration fee is **\$156 per person** for those who choose not to stay overnight at the resort. This covers all the same costs except for room accommodation. Registration fee includes a 5% online processing fee.

[CLICK TO PAY ONLINE](#)

Cancellations after **Monday, June 30**, are non-refundable. Hamlet & CPO Reps: Please contact Jaimie Lorenzini ([jlorenzini@clackamas.us](mailto:jlorenzini@clackamas.us)) for separate registration.